For the information of the Railway Servants

BR 31293

BRITISH RAILWAYS
NORTH EASTERN REGION
SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 21st MARCH, 1964, UNTIL FURTHER NOTICE

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★ *Denotes new or amended items.*

THIS BOOKLET MUST BE RETAINED FOR REFERENCE UNTIL THE NEXT ISSUE IS RECEIVED.

YORK
21st March, 1964.

C. BIRCH
MOVEMENTS OPERATIONS MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES THE SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 16th MARCH, 1963.

ALTERATIONS TO B.R. RULE BOOK (Dated January, 1962)

RULE 35—last paragraph of clause (b) (iii).—**AMEND** to read:—

Subsidiary signals which are fixed below running signals and are referred to in Rules 44A, 44B, 45 and 46 are, in some cases, distinguished thus:—

Draw-ahead	—	Position light signal with no light showing for the normal position and two white lights at an angle of 45 degrees for the proceed aspect—no other distinguishing sign.
Calling-on	—	by the letter C.
Warning	—	by the letter W.
Shunt-ahead	—	by the letter S.

★**RULE 35**—last paragraph of clause (e).—**AMEND** to read:—

In certain cases, the signals applying into Reception lines, Sidings or "No Block" lines are of the miniature colour light or position light type. These normally display no light, the Proceed indication being given by a small yellow light or two white lights at an angle of 45 degrees. When "Off" these signals apply as far as the line is clear only.

The following to be included as Rule 44A and Rule 44 re-numbered 44B:—

SUBSIDIARY SIGNALS

Draw-ahead Signals

RULE 44A.

(a) Draw-ahead signals, where provided, are placed below colour light stop signals and, when lowered without an indication of route being given at the signal, authorise a Driver to proceed towards the next stop signal but not to pass any Ground Shunting signal which may be at Danger. The Driver must not proceed on his journey until either the Stop signal above the Draw-ahead signal is lowered or the Draw-ahead signal is again lowered with an indication of route.

When a Draw-ahead signal is lowered and an indication of route is given, a Driver must understand that the line towards the next Stop signal (or buffer stop when there is no signal in advance) is occupied, and proceed cautiously.

The lowering of the Draw-ahead signal does not authorise the next Stop signal to be passed at Danger.

(b) The Draw-ahead signal will not be lowered until the train has been brought quite, or nearly, to a stand at it.

RULE 133 (c).—**AMEND** final paragraph to read:—

When either Driver finds it necessary for the train to be stopped, he must give three or more short sharp whistles as a signal to the other Driver to shut off power and apply his brake.

★**RULE 127 (iii). AMEND** to read:—

(iii) If not thoroughly acquainted with any portion of the line over which he is to work obtain the services of a competent conductor.

The conductor must give to the train Driver the necessary instructions in regard to the signals, curves, gradients, speed restrictions, and other characteristics applicable to the line over which they are working and leave the actual driving entirely in the hands of the train Driver.

The conductor will be responsible for the due observance of signals, speed restrictions, etc., and safe working of the train.

In every case the train Driver must study the signals, speed restrictions, and other characteristics of that part of the line over which he is being conducted.

The conductor will be responsible in cases where it is necessary for the fireman to carry out the provisions of Rule 55, for seeing that this is done. In the case of trains or engines, the driving cabs of which are single manned, the conductor will be responsible for carrying out the duties laid down for the Fireman in respect of Rule 55.

★**RULE 135 (a). AMEND** to read:—

(a) When a train is drawn by two engines the Driver, and Fireman where provided, of the leading engine is responsible for the observance of signals and the working of the brake; **the Driver of the second engine must, as far as is practicable, observe all signals affecting the working of the train, including any which may be given by the Driver of the leading engine, and in case of need he must apply the brake or take any other action which may be appropriate in the circumstances.**

★**RULE 148 AMEND** to read:—

(a) Guards must, as far as practicable, keep a good lookout and if they have any reason to apprehend danger they must make every effort to attract the attention of the Driver or Signalman according to the circumstances. They must always keep a good lookout when their trains are approaching terminal stations or stations at which they are due to stop, and when leaving stations.

(b) If the circumstances require their own train to be stopped, Guards must, if the train is fitted with the continuous brake, apply it in order to bring the train to a stand. If the train is not fitted with the continuous brake they must apply the hand brake sharply and release it suddenly; this operation repeated several times should, from the check it causes, attract the attention of the Driver to whom the necessary Danger signal must be shown.

(c) If there is any danger to a train on an adjoining line, Guards must, when the train passes a signal box, show to the Signalman a red hand signal waved slowly from side to side, and the Signalman must on receiving this signal, act in accordance with block regulation 17.

(d) In the case of trains not fitted with the continuous brake, the Guard must, unless special instructions are issued to the contrary always apply his brake as soon as he becomes aware that the Driver is applying the engine brake.

(e) When a Driver requires the assistance of the Guard's brake he must give three or more short sharp whistles, and the Guard or Guards must immediately apply their brakes.

★**RULE 218** (e)

AMEND:—Second paragraph to read:—

When a 'C' indicator is provided, an illuminated indicator showing the letter 'T' (see diagram below) will be fixed at the point where the speed restriction terminates. **Drivers must not commence to resume normal speed until the whole of their train has passed the 'T' indicator.**

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960)

★PAGE 25

Regulation 17 (b). AMEND first paragraph to read:—

The Signalman in advance must immediately exhibit his signals to stop the train coming from the Signal Box from which the signal was received and any train going towards that box on the opposite line. The train for which the signal was received, when stopped, must be carefully examined and dealt with as occasion may require. If it is not possible to detach the vehicle in respect of which the emergency bell signal was sent, or to rectify the defect, or otherwise deal with the emergency, and it is considered the train may be allowed to proceed with safety to a Signal Box in advance where the matter can be dealt with as occasion may require, this may be done after the Signalman at the box in advance has been told of the circumstances. The train must be signalled in the usual way and The Stop and Examine train signal sent immediately the acknowledgment of the train entering section signal is received. A train not conveying passengers may in these circumstances be allowed to pass on the opposite or adjoining line.

★PAGE 32

DELETE: 24 (c) and **INSERT** following:—

24 (c) Boxes where block switches are not provided—Opening.

(1) Where block switches are not provided the Signalman opening the box must send the "Opening of signal box" signal to the signal box on each side.

(2) (a) **If the "Opening" signal is not received from an intermediate signal box at the time at which the box should open and the Signalmen on either side are unable to communicate with the signal box but can speak to each other by telephone, they may permit the entry of trains to the section under the following conditions:—**

(i) the first train in either direction must not be allowed to enter the section until the two Signalmen concerned have come to a clear understanding.

(ii) the train must be stopped, the Driver advised of the position and instructed to pass at Danger the signal controlling the entrance to the Section and to proceed cautiously. He must be told to ascertain the circumstances at the intermediate box and advise the Signalman at the open signal box ahead if a Signalman is on duty at the intermediate box.

(iii) if the Driver of the first train advises that there is no Signalman on duty at the intermediate box, Block Regulation 25 (a) (iii) must be put into operation after the Signalman at the forward box has informed the man at the box in the rear that the train which brought the message is complete.

(iv) if a Signalman is on duty at the intermediate signal box and it is still not possible to communicate with him Block Regulation 25 (a) (iv) must be carried out.

(b) If the Signalmen on either side of the intermediate box are unable to speak to each other, Block Regulation 25 (a) (iv) must be adopted.

(3) When a Signalman at an intermediate box arrives on duty late he must not send the "Opening" signal until he has first spoken to the Signalmen on either side and found that the sections are clear. If, however, a train should arrive at his box, he must inform the Signalman at the rear box that the train has arrived complete so that ordinary working can be commenced to that box.

(d) Boxes where block switches are not provided—Closing.

The Signalman closing the box must not leave duty until the "Train out of Section" signal has been received for the last train to pass, the block indicator placed in the normal position and the "Closing of signal box" signal sent to the box on each side.

PAGE 122 — **SIGNALMANS GENERAL INSTRUCTIONS**

★INSERT:— **TRAIN HEADLAMPS AND INDICATORS**

Rules 119 and 125

If a train passes a signal box with no light at all being exhibited at the front of the train when the lamps should be illuminated, the Signalman must advise the Signalman at the next box ahead to stop the train for the lamps to be lighted. If, where the sections are short, the Signalman who is asked to stop the train cannot do so without bringing it to a sudden stand, he must pass the information to the Signalman at the box next in advance and arrange for him to stop the train. In the event of the telephone having failed the "Stop and Examine Train" signal must be sent.

Should an incomplete or incorrect indication be shown the train need not be stopped especially, but information must be passed box to box and the indication put in order at the next stopping point.

PAGE 124 — **INDEX**

★INSERT:—Train Headlamps and Indicators. Page 122.

MISCELLANEOUS NOTICES

STANDARD CLASSIFICATION OF TRAINS

Attention is called to page 7 of Supplement No. 1 to the General Appendix dated 18th June, 1962, which shows amended train classifications. All concerned to note that in the various documents where trains are classified by the Letters A to K and where these have not yet been amended, the new classification must be substituted.

★CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Authority is hereby given for 9K01, 7.25 a.m. Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

★ROUTE AVAILABILITY OF COACHING STOCK

Mail vans with traductors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and Down trains at Jesmond Station Signal Box, when the Guard must advise the Signalman, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Special Stop Order to be issued at Newcastle Central or Killingworth Station as the case may be if a train has to be stopped in accordance with this instruction. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished.)

MISCELLANEOUS NOTICES—continued

RULE 35—IDENTIFICATION OF INTERMEDIATE BLOCK HOME SIGNALS

Rule 35 (c) (iii) in the reprinted Rule Book shows that Intermediate Block Home signals are provided with an oblong white plate with a vertical black stripe upon it, for identification purposes.

Some time may elapse, however, before all such signals are equipped and in the interim should any doubt exist as to the identity of a signal, trainmen are reminded that all Intermediate Block Home signals are indicated in Table A of the Sectional Appendices.

★PERMANENT SPEED RESTRICTIONS INDICATOR SIGNS

The indicator signs referred to in the first paragraph of this instruction on Page 51 of the General Appendix are in the process of being repainted yellow.

★BULK CEMENT TRAINS TO SCOTLAND

Until further notice A.P.C.M. "CEMFLOW" wagons must be restricted to a maximum speed of 50 m.p.h. when loaded and 60 m.p.h. when empty.

DIESEL TRACTION—MOVEMENTS UNDER FLOOD WATER CONDITIONS

The following instructions, which are applicable to all forms of diesel traction, i.e. diesel-electric, diesel-mechanical and diesel-hydraulic, must be observed under flood conditions:—

1. Normal movement of diesel locomotives, multiple unit trains and rail cars should cease when the water level reaches 1 inch below the underside of the head of the running line.
2. Emergency running at 3 m.p.h. is permissible, whether conductor rails are present or not, with the water level not exceeding 4 inches above the top of the running rail, except that in the case of diesel main line locomotives, with hydraulic transmission a limit of 6 inches will apply.
3. Movement should not be permitted when the water level exceeds 4 inches above the top of the running rail (6 inches in the case of diesel Main line locomotives with hydraulic transmission).

USE OF "PIPE FITTED ONLY" BRAKEVANS ON FISH TRAINS

Piped and Gauged brakevans are authorised for Class "4" braked trains signalled 3–1–1. In the event of it being necessary to use a pipe fitted only brakevan on a Fish train, owing to a fully fitted van not being available, the train must run at Class "4" speed and be signalled 3–1–1 instead of 1–3–1.

MYTHOLMROYD WEST SIGNAL BOX

Until further notice, the Up Slow Shunt Spur, situated approximately 300 yards on Hebden Bridge side of the Signal Box, must not be used for traffic purposes and the relative No. 17 trailing points must be regarded as catch points only.

CROFTON EAST PERMANENT WAY DEPOT

Road vehicles use Crofton Old Station Occupation Level Crossing at frequent intervals between 7.30 am and 5.0 pm each weekday. Drivers to sound whistles or horn when approaching the crossing and keep a sharp look-out.

USER OF CARR LANE OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE (CEN.) AND RAVENSTHORPE

Conveyance of gravel and sludge in lorries is taking place over Carr Lane Occupation Level Crossing, situated between Heckmondwike (Cen.) and Ravensthorpe.

Drivers must keep a sharp look-out when approaching the crossing.

USER OF GYPSY LANE OCCUPATION LEVEL CROSSING BETWEEN CASTLEFORD OLD STATION AND LEDSTON

Conveyance of coal in lorries is taking place over Gypsy Lane Occupation Level Crossing situated between Castleford Old Station and Ledston.

Drivers must keep a sharp look-out when approaching crossing.

LEEDS CITY NORTH: SOUTH CARRIAGE SIDINGS

Until further notice, due to the stabling of temporary office coaches, the Far Road, Back Side has been shortened by approximately 50 yards, and a temporary stop block erected.

HULL (KING GEORGE DOCK) AND LITTLE WEIGHTON

The permanent way West of Little Weighton is being removed and the following arrangements will operate for the working of ballast trains proceeding beyond Little Weighton.

On arrival at Willerby and Kirkella on the outward journey Drivers must await instructions from the Station Master. Providing there is no other train between Willerby and Kirkella and Little Weighton the Station Master may give permission for the train to proceed unaccompanied to Little Weighton, where the Guard must, before proceeding further, advise the Station Master at Willerby and Kirkella, by means of the telephone fixed near the signal Box, that his train has arrived complete.

On the return journey the train must stop at Little Weighton and the guard obtain permission by telephone from the Station Master at Willerby and Kirkella to proceed as far as Willerby and Kirkella Down Home signal.

★MISCELLANEOUS NOTICES—continued

SCARBOROUGH CENTRAL AND LONDESBOROUGH ROAD STATIONS

All Guards working passenger trains into Scarborough Central and Londesborough Road Stations should assist with closing windows and doors in order to speed disposal of their trains and they must report to the inspector on duty before leaving the platform. During the absence of a Shunter the Guard will be responsible for disposing of the train into the sidings.

GASCOIGNE WOOD

Guards of trains requiring to enter or leave Gascoigne Wood Yards must inform the Signalman at Gascoigne Wood or Hagg Lane, as the case may be, of intended movements before these are made.

MIDDLESBROUGH CARRIAGE SIDINGS

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

SALTBURN STATION

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

BARNARD CASTLE STATION

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

Nos. 1 and 2 Down Goods.
Nos. 1 and 2 Up Goods.
North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17, Dgm. No. 706).
Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42, Dgm. No. 706).

BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

TRIMDON STATION

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

REPAIRS TO BRIDGE No. 29 BETWEEN TRIMDON GRANGE (TRIMDON) AND COXHOE BRIDGE (STATION) SIGNAL BOXES

The Up and Down lines through Bridge No. 29 have been interlaced. This interlacing extends for approximately 200 yards, commencing in the Down direction at approximately 200 yards ahead of Trimdon Grange Down Starting signal. The tracks return to their normal alignment at a point approximately 100 yards on the Coxhoe Bridge Station side of the bridge.

Until further notice. Trains will be worked between Trimdon Grange and Coxhoe Bridge Station Signal Boxes in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System, except that Up trains travel over the Up line and Down trains over the Down line.

The Token Section extends from Trimdon Grange to Coxhoe Bridge Station Signal Boxes.

ASHINGTON, HIRST LANE LEVEL CROSSING

There is increased use of the above crossing due to coal being conveyed in lorries by the National Coal Board on weekdays between 7.0 am and 5.30 pm, Monday to Friday.

Drivers of trains must maintain a sharp lookout and give audible warning on approaching the crossing; and be prepared to act on hand signals from the crossing keeper.

HEDWORTH LANE N.C.B. ACCOMMODATION LEVEL CROSSING

There is increased use of the above level crossing, which is situated on the Stella Gill to Tyne Dock Bottom Branch at 3 miles 16 chains between Pontop Crossing and Hedworth Lane Signal Boxes, by lorries proceeding to and from N.C.B. Stacking Ground.

The crossing is in charge of a look-out man and drivers of trains approaching the crossing must keep a sharp look-out, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

SHINCLIFFE—OCCUPATION LEVEL CROSSING AT 4 MILES 26 CHAINS— FERRYHILL AND PELAW BRANCH

Until further notice, there will be increased user of the above level crossing which is situated between Bowburn and Shincliffe Station Signal Boxes by N.C.B. dumper trucks conveying spoil from the colliery to the waste heaps on the opposite side of the railway.

The crossing will be in charge of a lookout man and drivers of trains approaching the crossing must keep a sharp lookout, sound horns or whistles and be prepared to act on any hand signals which may be exhibited.

WINGATE COLLIERY

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

★MISCELLANEOUS NOTICES—continued

DISC BRAKES

The normal type of vacuum brake gear, with clasp brakes, is not suitable for all Freight vehicles. It is difficult to find room for it on hopper and other wagons with bottom discharge, while the brake blocks and the rigging prevent wagons so fitted from being used on many existing tipplers and mules. To avoid these difficulties, a vacuum operated disc brake has been developed.

The following points should be noted in connection with the disc brakes:—

1. Some wagons have two sets of brake gear, each set operates on one wheel which has a special solid centre, but there is no mechanical link between the two sets of brake gear. On other wagons the two sets of brake gear are mechanically connected and operated by one cylinder. In both cases the other wheel of each pair has the usual holes for sprags.

2. The brake cylinders are fitted on their sides and have a diaphragm instead of the usual piston. The travel of the piston rod is less than normal. The cylinders can be isolated in the usual way.

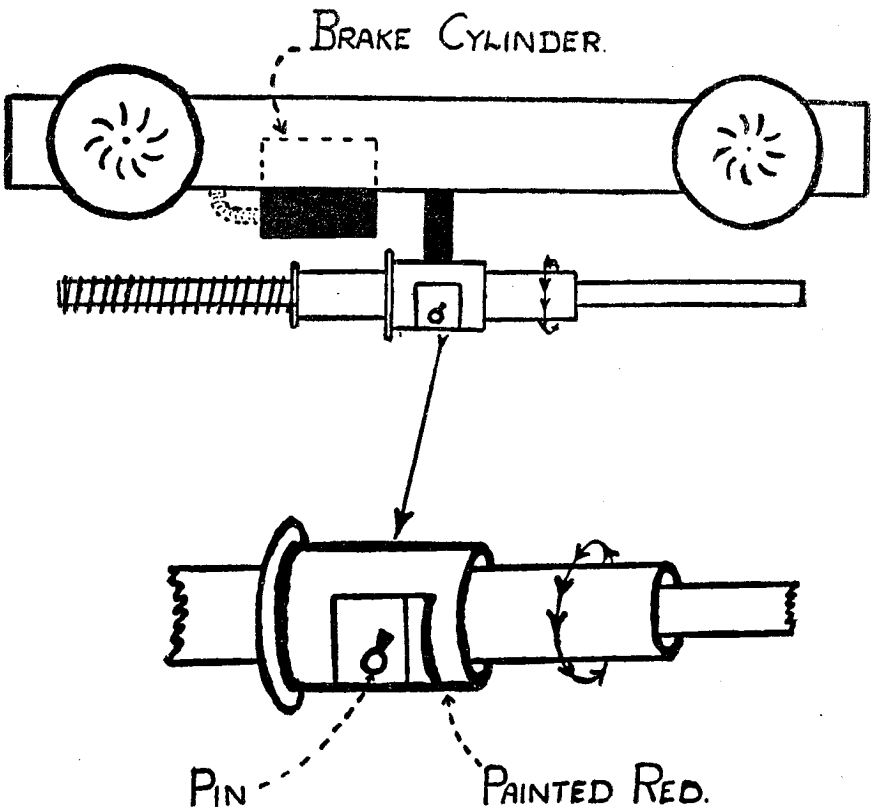
3. In some instances the hand brake operates on brake blocks of the usual kind and is quite separate from the power brake, whilst on other wagons it is an integral part of the power brake.

4. No change over lever is fitted, the brake power is adjusted automatically according to the load on the springs of the wagon. Where two sets of vacuum brake gear are fitted without mechanical linkage, the brake cylinders are independent.

5. A slack adjuster is provided to maintain the brakes in proper adjustment.

6. Where two brake cylinders are fitted, two sets of release cords must be pulled on each wagon when it is necessary to release the brakes by hand.

If the brakes should stick on, and it is not possible to release them by operating the release cords the Carriage and Wagon Examiner must be sent for. If the failure occurs at a point where the services of an Examiner cannot be obtained, without heavy delay, the brakes can be released manually by pulling out the pin in the red part of the slack adjuster, and then screwing the body of the adjuster anti-clockwise. The adjusters run across the wagon at each end as shown below:—



The pin must be replaced after this has been done, and the cylinder rendered inoperative in accordance with clause 11 of the general regulations for working the vacuum brake. The train must then stop at the next point where a C. & W. examiner is on duty, and he must be told what has been done. Under no circumstances must any attempt be made to release the brake by levering the brake arms as this may cause serious damage.

MISCELLANEOUS NOTICES—continued

CONVEYANCE OF RADIO-ACTIVE MATERIALS BY PASSENGER OR PARCELS TRAIN.

It has been agreed that certain types of radio-active materials, as described below, may be conveyed by passenger or parcels train in accordance with the following conditions:—

Description.

TYPE 1.

Labelling.

Black on white background with the wording "Radio-active Material (Type 1)".

Conditions of Carriage.

No special precautions necessary

TYPE 2.

Labelling.

Red on white background with the words "Caution—Radio-active Material (Type 2). Undeveloped photographic material must not be placed nearer than 4 feet to this container".

Conditions of Carriage.

Packages to be segregated at least 4 feet not only from undeveloped films, but also from articles of luggage, Post Office bags, and other packages, the contents of which are unknown, in trains and on station premises, no consignment by one train to exceed six packages. Particular care must be taken to ensure that this traffic is not placed within 4 feet of an adjacent passenger compartment. In the majority of instances the most suitable arrangement will be to load the packages in a corner of the train van at the buffer end, where possible, a chalk line being drawn on the floor indicating the required 4 feet segregation.

Staff at intermediate stations loading traffic into trains conveying these packages must ensure that the required 4 feet segregation is maintained and Guards should satisfy themselves that this is done.

It will also be the responsibility of Guards who are relieved en route to advise the Guard working forward of the presence of these consignments.

Security.

All consignments of Type 2 radio-active material must be conveyed in the van in which the Guard is riding. At stations the traffic must be kept in a safe place and arrangements made to ensure that the necessary segregation is maintained.

Notice of Despatch.

Advance information with regard to all consignments of Type 2 radio-active materials to be despatched by rail will be advised by the Commercial Department to the Operating Department, and the Operating Department will arrange for the despatching and intermediate transfer points to be advised of the details so that the necessary arrangements for loading and transfer can take place under the prescribed conditions.

Advice and Signatures.

The actual despatch of each Type 2 consignment must be advised by the sending station to destination station and all intermediate transfer points of the trains concerned. Packages will be sealed and signed for from hand to hand.

Condition of Vehicles.

Owing to the possibility of dust on the floors of vehicles becoming slightly activated, the vehicle floors should be swept before radio-active traffic is loaded.

Returned Empties.

Returned empties will be treated as conveying radio-active material unless an assurance has been obtained by the Commercial Department that the empty packages will not emit any radio-activity.

Goods Train Conveyance.

At the present time radio-active material (Type 2) cannot be accepted for conveyance by goods train.

General Note.

It is understood that at certain stations where Railway staff are required to handle packages containing radio-active substances some anxiety has been felt that these duties might have undesirable effects upon the health of the staff. There may also be some concern by guards travelling with such packages.

In drawing up regulations for the transport of radio-active substances by rail the Railway Executive had the advice of its Research Department and of independent scientific experts. The regulations are stringent and the staff can have full confidence that the method of packing and transporting these materials is such that full protection is provided: no member of the Railway staff should suffer any harmful effects as a result of carrying out his normal duties in the presence of these consignments.

(P. 3/3141)

MISCELLANEOUS NOTICES—continued

CONVEYANCE OF HOMING PIGEONS.

The attention of the staff is drawn to the following instructions, which must be carefully noted by all concerned:—

Transit.

Every care must be exercised in loading and unloading baskets on and off platform trucks or into and out of vans, and other packages are not to be placed on top; the baskets must not be thrown down as this may injure the birds by concussion. Barrows which cause the baskets to be tilted must not be used.

Birds must be despatched by the trains specified on the labels; if no train is shown, by the first available service. To facilitate transit, they are to be forwarded, whenever possible, by through trains.

IN THE EVENT OF BASKETS OR PIGEONS EN ROUTE TO RACE POINTS HAVING TO BE DETAINED AT FORWARDING AND/OR TRANSFER STATIONS AWAITING DESPATCH, THE BASKETS MUST BE PLACED WHERE THEY WILL BE UNDER OBSERVATION OF THE STAFF.

Should birds be overcarried they must, in all cases, be promptly returned to the proper station for liberation, and the circumstances reported.

If it is found necessary to detain birds overnight, they must be stored out of reach of cats, rats, etc.

Care is to be taken to water birds which may have been delayed, or have to be detained owing to unfavourable weather. When detention is prolonged, food must be given; one, or at the most, two handfuls of corn per basket will suffice. There must be an interval between feeding and liberation, as it is undesirable to release birds with food in their crops.

Where birds are despatched for short flights it is not necessary to feed or water them, unless they have suffered delay or have had to be held over owing to bad weather.

Liberation.

It is important that labels, etc., be examined very carefully before birds are released to see that senders' instructions are complied with, and **the name of the station at which the birds are liberated must be stamped, or written on the address label, and the time, date, state of weather and initials of persons liberating inserted.**

It must also be observed from what station the baskets have been forwarded and if any delay has occurred en route, this is to be reported.

Pigeons cannot "home" in the dark, and must not, therefore, be liberated at a time when it would be impossible for them to reach their lofts during daylight the same day.

Where practicable, Station Masters are to select one or more members of the staff to attend regularly to the liberation of birds. **A site adjacent to the Station, clear of buildings, telegraph wires, moving or standing vehicles, must be selected and all the birds released from this spot. They must not be released at the edge of covered platforms or allowed to fly into the narrow space between the verandahs. Failure to act in accordance with these instructions may result in valuable birds being maimed or killed. Birds going in opposite directions must not be liberated within several minutes of each other, as large numbers are diverted from their course by this practice, and in the case of young untrained birds many are lost through clashing with birds flying on a different course.**

If weather is unfavourable for flying, birds are not to be liberated, but held until the following morning if necessary, and an advice sent by telephone, or telegraph, to the sending stations, who must in turn advise senders.

Cases have been reported where birds have been liberated at stations other than those indicated on the address labels, and of baskets addressed to private liberators being liberated by railway staff. Care is to be exercised to see that such mistakes do not occur.

Empty Baskets.

After liberation of the birds, empty baskets must be cleared of litter and returned without delay to home stations, where the staff must place them in safe custody, and examine the labels to see that no baskets belonging to any other station are kept on hand. Empty baskets received without address labels must be immediately reported to the Lost Property Department, description and size, also date and train received being given in all cases. Loss or delay to empty baskets not only gives rise to claims but seriously inconveniences the owners, who are not able to utilize the baskets fully for training purposes, and involves the railway in loss of revenue.

Empty baskets must not be thrown out.

Accompanied (by Convoyers).

As a general rule, Homing pigeons conveyed for liberation at stations in connection with races promoted by Clubs, Federations and Combines are in charge of convoyers. These men are supplied with permits authorising them to travel in the vans in order that they may assume full responsibility for seeing that the birds are not interfered with in any way, to attend to the feeding and watering, and finally to release the birds at the destination station.

Railway staff must render every assistance to the convoyers, including the unloading of the baskets from the vans at the points from which liberation takes place. (P. 3/3149)

WINDSCREENS ON GANGWAY STOCK

Claims continue to arise in respect of damage by grease to passengers' clothing as a result of the absence of windscreens in gangways, and the attention of all concerned is again directed to the need for seeing that the protective windscreens provided in gangway stock are made use of to exclude draughts, and to ensure that passengers passing from one coach to another do not come into contact with the gangway plates.

It is the duty of the shunting staff to see that these windscreens are placed in position when gangway stock is coupled up, and that the windscreens are unfastened before gangwayed vehicles are uncoupled.

Guards working gangwayed trains must satisfy themselves that windscreens are in the correct position and must fasten any which may be found not properly coupled up.

The new B.R. standard type of windscreen is permanently fixed to its vehicles and is connected, by means of a hook which fastens into a staple provided on the body end of the adjacent vehicle.

Before vehicles are separated in the course of shunting movements, the windscreen should be removed from the adjacent vehicle by unhooking from the staple. It should then be folded and hooked back out of the way so that the facing surface does not become dirty and greasy by contact with the vestibule face plates of an uncoupled vehicle.

MISCELLANEOUS NOTICES—continued

WINDSCREENS ON GANGWAY STOCK—*continued*

The windscreen equipment is provided with safety release sockets to guard against damage in the event of a vehicle being inadvertently uncoupled without first unhooking and folding back the windscreen. This, however, is only a safety device and must not be used as a general means of disconnecting the windscreens during shunting operations. Not only is this practice likely to lead to damage to the windscreens, but leaves portions of them on both of the vehicles concerned. The equipment left on the respective vehicles is incomplete unless the two vehicles are again brought together, and it is essential, therefore, when the safety device is used inadvertently that the hook portion should be immediately removed, reconnected by the release sockets to the main section of the windscreen, and folded and fastened back as previously mentioned.

If in the case of regular train sets difficulty is experienced in connecting this type of windscreen owing to the absence of staples in non-B.R. standard vehicles, the assistance of the local C. & W. staff should be obtained with a view to the provision of the necessary staples on the non-standard vehicles concerned. (P. 3/397)

PROTECTION OF MAIL AND PARCELS TRAFFIC DURING TRANSIT.

Attention is drawn to the necessity for locking doors in the steel grilles separating van space from the side corridor of British Railways Standard Stock. If doors are left open traffic is exposed to the risk of pilferage.

The doors must be locked by the Station Staff immediately loading and unloading is completed, except when a guard is travelling in the compartment. Guards should ensure that the doors are kept locked during journeys.

(P. 3/3493)

EXAMINATION OF WAGONS "MARKED FOR REPAIR".

The Commission has recently had to settle some very heavy claims for loss resulting from wagons which for some reason have lost their traffic labels, and have also been found to be in need of such repair that they have been labelled by the C. & W. staff to "Shops". This often involves the wagons being placed away amongst cripples and waiting some considerable time before they are attended to. When opened in the Shops the wagons have been found to be loaded; in the case of one container this was found to contain meat which had become a total loss.

It is, therefore, most important that all wagons or containers should be examined to make certain that they are empty before being put away amongst cripples. Van doors should be opened owing to the unreliability of testing by a blow on the side to ascertain whether loaded or empty. (G.3/226/1)

SPEED RESTRICTIONS—FREIGHT ROLLING STOCK.

The following wagons, which are vacuum braked, are labelled "XP" as they fulfil the conditions necessary for this marking The future use of the "XP" sign on this type of wagon is under consideration, but in the meantime, as it was never intended these wagons should be attached to passenger trains, they should not be so attached until further notice.

22 ton Lowmac	E.O.
20 ton Lowmac	E.Q.
12 ton Flat	E.D.

RAIL TANK CARS RETURNED FULL IN ERROR TO SENDING POINT.

Many complaints have been made by the Oil firms of instances where tank cars have been received back at the forwarding point with the contents still intact. It has been established that this has been due to the special double-sided labels having been reversed at some point so as to exhibit the "home empty" side of the label.

Stations are reminded that these labels are not to be removed from the tanks by Railway Staff.

In the event of a tank car being stopped by the Operating Department, owing to doubt as to the correct destination (e.g. where the two labels on a vehicle bear contradictory directions) the circumstances will be reported to the Goods Agent at the place where the vehicle is stopped and the latter should immediately get in touch by telegram or telephone, with sending and/or destination points, in order to establish the correct labelling. (G. 3/4327)

FREIGHT BRAKE VANS.

The following types of brake vans are being stencilled "Not in Common Use":—

1. Brakes with a tare weight of less than 20 tons.
2. Brakes not fitted with side lookouts.

These brakes should normally be confined to working trains within the Region to which they belong.

If "foreign" brakes of this description are received in the North Eastern Region they should be worked home as quickly as possible. Particulars of brakes which cannot be returned home in this way must be reported to Control.

With the exception of a small number which are lettered for specific services, all other brake vans may be used for working trains in any direction. (G. 1/42)

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK.

All locomotivemen from other depots who work trains into York Station or Yards and are relieved on arrival or who travel as passengers to York for return working must report to the Running Foreman at York Depot by the quickest available means after arrival. Similarly Freight and Passenger Guards should report to the Yard Master or Station Master as the case may be.

All locomotivemen from other depots who take their locomotives to York Depot after working incoming trains must report to the Running Foreman immediately after disposing of the locomotive.

All locomotivemen and Guards from other depots working trains into Skelton New Yard must report to the Traffic Inspector at that point as soon as possible after arrival.

Locomotivemen who take their locomotives to the South Shed should report on arrival to the Timekeeper there.

(G. 7/194/1/N
P. 3/710/.)

MISCELLANEOUS NOTICES—continued

CLASSIFICATION OF PASSENGER TENDER LOCOMOTIVES.

The classification of ex L.M.S. 5XP, 6P and 7P locomotives has been altered to 6P/5F, 7P and 8P respectively.

The route availability of these locomotives remains unchanged.

Reference to Class 5XP, 6P and 7P to be altered to read 6P/5F, 7P and 8P respectively in the Sectional Appendices, etc., but no alteration is to be made for the time being to the "Classification Code" shown on page 1 of the Divisional Routes over which Engines May Run pamphlet.

RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES.

The following locomotives, hitherto designated "Passenger Tender", "Passenger Tank", "Freight Tender" and "Freight Tank", have been re-designated "Mixed Traffic Tender" or "Mixed Traffic Tank", as the case may be:—

	Former designation		Revised designation	
Wheel arrangement	Former Power Class	Type	New Power Class	Type
4-6-0	5XP	Passenger Tender (L.M.S. Jubilee: Patriot).	6P/5F	Mixed Traffic Tender (ex L.M.S. Jubilee: Patriot).
2-6-0	5F	Freight Tender (L.M.S. Standard—taper boiler).	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—taper boiler).
2-6-0	5F	Freight Tender (L.M.S. Standard—parallel boiler)	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—parallel boiler)
The following locomotives will have painted on the cab sides the power class only, that is, without a letter following:—				
4-6-0	5	Mixed Traffic Tender (L.M.S. Standard).	5	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-0	4F	Freight Tender (L.M.S. Standard).	4	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-4	4P	Passenger Tank (L.M.S. Standard 3 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 3 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—parallel boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—parallel boiler).	3	Mixed Traffic ex.S.(TankLM . Standard—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—taper boiler).	3	Mixed Traffic Tank (ex L.M.S. Standard—taper boiler).
2-6-0	2F	Freight Tender (L.M.S. Standard).	2	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-2	2P	Passenger Tank (L.M.S. Standard).	2	Mixed Traffic Tank (ex L.M.S. Standard).

Speed limits, restrictions and other instructions applicable to any one of these locomotives, and published in the Appendices under the former designations, automatically continue in force and must, therefore, be accepted as being applicable to the individual types concerned under their revised designations.

The following B.R. Standard locomotives are "Mixed Traffic":—

Power Class	Wheel arrangement	Type
TENDER:		
7P/6F	4-6-2	70,000
6P/5F	4-6-2	72,000
5	4-6-0	73,000
4	4-6-0	75,000
4	2-6-0	76,000
3	2-6-0	77,000
2	2-6-0	78,000
TANK:		
4	2-6-4	80,000
3	2-6-2	82,000
2	2-6-2	84,000
The classification of Diesel locomotives is as under:—		
7P/6F	1CO+CO1	Ex S.R. Diesel Electric, No. 10203.
5	CO+CO	Ex S.R. Diesel Electric, Nos. 10201 and 10202.
5	4-8-4	Ex L.M.S. Diesel Electric, Nos. 10000 and 10001.
6P/5F	BO+BO	
3		

MISCELLANEOUS NOTICES—continued

EASTERN AND LONDON MIDLAND REGIONS

MANCHESTER AND SHEFFIELD

Until further notice. Passenger trains conveying four-wheeled vehicles of less than 15 feet wheelbase **in any position on the train must not exceed 40 miles per hour** on the Up and Down lines between Manchester (Piccadilly) and Sheffield (Victoria). **The restriction must also be applied to 'L.N.E.R.' Horse Boxes with 14 feet wheelbase which are lettered "May run at Speeds exceeding 60 m.p.h. on L.N.E.R. only".** The instructions on page 89 of the General Appendix headed "Conveyance of Four-Wheeled Non-Passenger-Carrying Coaching Stock and Braked Freight Stock in Passenger Trains" are modified accordingly. (O.7423)

EASTERN REGION

WHITEMOOR JUNCTION AND MARCH EAST: UP GOODS AVOIDING LINE

Until further notice, Drivers of trains or engines leaving the yards or Motive Power Depot at Whitemoor and requiring to travel via the Up Goods Avoiding line must be prepared to find the line occupied notwithstanding that they may not have been brought almost to a stand at the signal leading to the line concerned.

CONISBROUGH—CADEBY COLLIERY

Until further notice, the "Through Running Road" from Cadeby Colliery Signal Box to Denaby 'A' Signal Box at Cadeby Colliery is blocked.

★HELLABY SIDINGS—DOCK LOADING FACILITIES

Owing to restricted clearance these sidings are restricted to wagons of a maximum width of 8 feet 8 inches.

SCOTTISH REGION

★BETWEEN MEADOWS AND KING'S ROAD

Until further notice, contractors are engaged uplifting the Up Goods Independent line and No. 2 Loop line. The relative connections to the Up Main line at King's Road have been disconnected, spiked, clamped and padlocked out of use and the arms of the outlet signals have been removed.

MIDLAND REGION

(NORTH WESTERN LINES)

★BOLTON—CASTLETON LINE BRIDGE No. 21. REDUCTION IN APPLICABLE LOAD GAUGE

This bridge is being reconstructed and as a temporary measure the Chief Civil Engineer has reduced the applicable load gauge with immediate effect. Until further notice a load gauge to Diagram 57 in booklet No. 9 (BR.20673) must apply over the Up line only through this Bridge No. 21 which is situated between Black Lane and Bury, Knowsley Street between 13¾ and 13½ m.p.

The District Engineer has erected the load gauge.

All concerned to note.

★Until further notice—Sleeping Cars, ex L.M.S. Restaurant Cars, Post Office Vehicles (having no outside apparatus) and Western Region Stock 63 feet long over buffers and 9 feet 5¾ inches wide over projections may work between Sandbach and Stockport, via Middlewich, Northwich, Knutsford, Skelton Junction, Northenden, Cheadle Village Junction and Edgeley and return subject to the usual service and speed restrictions being observed and in addition:—

To travel with caution through Northwich Station Up Line Platform.

Not to work through Nos. 1 and 2 Platform lines at Altrincham.

The adjoining line to be blocked from Deansgate Junction to Skelton Junction and vice versa.

Not to use crossover roads or connections situated between platforms on this route.

(MIDLAND LINES)

★ NEWCASTLE—YORK—SHEFFIELD—BIRMINGHAM—BRISTOL INTER REGIONAL DIESELISATION SCHEME. SEPTEMBER 1962. WESTERN REGION A.W.S. APPARATUS, WESTERN REGION INTER CITY CROSS COUNTRY TYPE DIESEL MULTIPLE UNITS

The Western Region Cross Country type diesel multiple units are permitted to work over those lines normally used by passenger trains between the points shown below, with the shoe of the A.T.C. apparatus in the Down (operative) position.

Barnt Green and Horns Bridge via Birmingham, Burton, Derby, Ambergate and Clay Cross.

Water Orton Station Junction, Whitacre and Kingsbury Station Junction Slow lines.

Burton N.S. Junction and Stenson Junction via Dove Junction.

Stenson Junction, Trent and the Erewash Valley.

Ambergate and Clay Cross via Crich Junction, Butterley, Ironville Junction and Riddings Junction.

Derby Midland and Nottingham Midland.

Nottingham Midland and Whitacre via Nuneaton Abbey Street.

★TYPE 4 DIESEL LOCOMOTIVES

With the introduction of Type 4 diesel locomotives into the Toton and Brent services, attention is called to the prohibition of this type of locomotive over the Down Hump at Toton.

It is necessary therefore, until further notice, that arrangements are made for these locomotives and/or brake tenders to be detached from the trains at Toton East Junction to proceed via Toton Junction to the Motive Power Depot Yard or for the return working.

ZONING OF PARCELS FROM FORMER L.M.S. FOR LONDON POSTAL DISTRICTS

Postal Number		District	Traffic Delivered from	Sorting Number
Page 61				
Shown	E.4	Chingford	Chingford E.R.	150
Should be	E.4	Chingford	Chingford or Highams Park E.R.	150
Shown	E.6	Beckton District	Liverpool Street E.R.	150
Should be	E.6	Beckton Gas Works	Liverpool Street E.R.	150
Shown	E.16	Silvertown	Bow L.M.R.	1
Should be	E.16	Victoria Docks and North Woolwich	Bow L.M.R.	1
Shown	E.18	South Woodford	Woodford E.R.	IX
Should be	E.18	Woodford and South Woodford	Woodford E.R.	150
Shown	S.E.6	Catford	Catford S.R.	S.R.
Should be	S.E.6	Catford	Catford Bridge S.R.	S.R.
Shown	S.E.9	Eltham	Eltham S.R.	S.R.
Should be	S.E.9	Eltham	Eltham, Welhall or New Eltham S.R.	S.R.
Shown	S.E.10	Greenwich	Maze Hill S.R.	S.R.
Should be	S.E.10	Greenwich	Maze Hill or Greenwich S.R.	S.R.
Shown	S.E.19	Norwood	Crystal Palace S.R.	S.R.
Should be	S.E.19	Norwood	Crystal Palace S.R.	S.R.
Shown	S.E.20	Anerley	Crystal Palace E.R.	E.R.
Should be	S.E.20	Anerley	Crystal Palace S.R.	S.R.
Add		Anerley (Penge)	Penge East S.R.	S.R.
Shown	S.E.22	East Dulwich	East Dulwich S.R.	S.R.
Should be	S.E.22	East Dulwich	East Dulwich S.R.	S.R.
Page 62				
Shown	S.E.27	West Norwood	West Norwood S.R.	S.R.
Should be	S.E.27	West Norwood	West Norwood or Tulse Hill S.R.	S.R.
Shown	S.E.4	Clapham	Clapham Junction S.R.	S.R.
Should be	S.E.4	Clapham	Clapham Junction or Waterloo S.R.	S.R.
Shown	S.W.17	Tooting	Tooting Junction S.R.	S.R
Should be	S.W.17	Tooting	Tooting S.R.	S.R.
Shown	S.W.18	Wandsworth	Wimbledon S.R.	S.W.
Should be	S.W.18	Wandsworth	Wimbledon or Clapham Junction S.R.	S.Y.
Shown	E.15	South Tottenham	Seven Sisters E.R.	150
Should be	E.15	South Tottenham	Seven Sisters or Tottenham E.R.	150
Shown	N.19	Upper Holloway	Euston or St. Pancras L.M.R.	1
Should be	N.19	Upper Holloway	St. Pancras L.M.R.	1
Shown	N 21	Windmore Hill	Windmore Hill E.R.	100
Should be	N 21	Windmore Hill	New Southgate E.R.	100

PAGE 63

Shown		Should be	
Postal	Rail	Postal	Rail
S.W.18, 19	S.E.	S.E.18	S.E.
		S.E.19	S.C.
S.E.20	S.E.	S.E.20 (Anerley)	S.C.
		S.E.20 (Penge)	S.E.
S.E.22	S.E.	S.E.22	S.C.

ZONE NUMBERING OF PARCELS TO LONDON POSTAL AREA

Page No.	Postal District	Amended Zone Number
5	N.6	IX (East Ham) 150 (Beckton Gas Works)
5	S.E.20	S.C. (Anerley) S.K. (Penge)
5	S.E.21	S.K.
5	S.E 24	S K.
5	S.W.20 (additional)	S.W.

★AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.29760 EASTERN, NORTH EASTERN AND SCOTTISH (EASTERN SECTION) REGIONS

ISSUE DATED 2nd JANUARY, 1961

The following amendments are in addition and further to those shown in Supplement to BR.29760 dated 1st May, 1963.

Page No.	DESTINATION	Principal Col.	Forwarding towards N	S	E	W
6	Aberedw	W28				
6	Addiscombe	SC1				
7	Arbroath	84				
7	**Delete** Alsop-en-le-Dale	51				
8	Arley	W27				
9	Bainton	—	181T	180	180	—
10	Bardsey	—	112	182	—	—
11	Bewdley	W27				
11	Bickley	SE1				
14	Bridgnorth	W27				
15	Bubwith	180				
15	Buildwas	W27				
15	Builth Road	W28				
15	Builth Wells	W28				
18	Chislehurst	SK1				
19	Cliff Common	180				
19	Clock House	SK1				
19	Coalport	W27				
20	Collingham Bridge	182				
23	Darfield	—	139	182	139	182
24	Doldowlod	W28				
25	Eardington	W27				
26	Eden Park	SK1				
27	Elmers End	SK1				
27	Elmstead Woods	SK1				
27	Erwood	W28				
31	Golcar	20				
33	Hampton Loade	W27				
33	**Delete** Hartington	51				
35	Henlow Camp	102				
35	Hetton (Durham)	—	191	196T	—	—
35	High Field	180				
35	Highley	W27				
36	Horbury and Ossett amend to read Horbury	110				
37	Ingleton	—	29X	29	—	42
37	Iron Bridge and Broseley	W27				
38	Kemsing	SE2				
42	Linley	W27				
42	Little Salkeld	—	42	27T	—	—
46	Middleton-on-the-Wolds	—	181T	180	180	—
47	Montrose	84				
48	New Beckenham	SK1				
48	Newbridge-on-Wye	W28				
49	Newton Kyme	182				
50	North Rode	—	52	17	—	52
54	Quorn and Woodhouse	—	57T	56T	57T	57T
55	Ravensbourne	SE1				
55	Rednal and West Felton	W11				
55	Rhayader	W28				
57	St. Harmons	W28				
58	Scholes	—	112	182	—	—
59	Shefford	60				
60	Southburn	—	181T	180	180	—
61	Southill	60				
61	Spofforth	182				
63	Sydenham Hill	SC1				
63	Tadcaster	182				
64	Thorner	—	112	182	—	—
64	**Delete** Thorpe Cloud	51				
64	Thorpe Arch	182				
68	West Dulwich	SC1				
68	Westerham	SC1				
69	Wetherby	182				
71	Wrotham and Borough Green	SK1				
72	Yarmouth (Norfolk)	159				
	Delete Southtown and Vauxhall					

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

LONDON MIDLAND REGION AND SCOTTISH REGION (WEST)

ISSUE DATED SEPTEMBER, 1962

Page No.	DESTINATION	Principal Col.	Forwarding towards N	S	E	W
★ 3	Aberedw	W28				
★ 3	Addiscombe	SC1				
3	Alcester	6				
★ 4	**Delete** Alsop-en-le-Dale	51				
4	Alvescott	W18				
★ 4	Arley	W27				
★ 4	Armadale	81				
6	Ayton	—	79	81		
6	Backney	W14				
★ 6	Bainton	—	181T	180	180	—
6	Baguley	18				
★ 7	Bathgate	106				
★ 8	Bewdley	W27				
★ 8	Bickley	SE1				
★11	Bridgnorth	W27				
11	Broadheath	C2				
11	Broom Junction	W25				
★12	Bubwith	180				
★12	Buildwas	W27				
★12	Builth Road	W28				
★12	Builth Wells	W28				
12	Burnmouth	—	79	81		
12	Caergwrle Castle	W26				
★14	Caythorpe	106				
14	Charlton Mackrell	W2				
14	Cefn-y-Bedd	W26				
★15	Chislehurst	SK1				
★15	Cliff Common	180				
★15	Clock House	SK1				
★16	Coalport	W27				
★16	Collingham Bridge	—	46T	182	44	—
18	Daisy Hill	—	24	24	24	19T
★19	Darfield	—	46T	182	182	
★20	Doldowlod	W28				
★21	Eardington	W27				
22	Eddleston	80				
★22	Eden Park	SK1				
22	Elland	38				
★22	Eltham	SK2				
★22	Elmers End	SK1				
★22	Elmstead Woods	W28				
★23	Erwood	W28				
23	Eyemouth	—	79	81		
23	Fairford	W17				
25	Gartcosh	62X				
27	Greetland	38				
27	Gwersyllt & W.	W26				
★28	Hampton Loade	W27				
28	Harmston	119				
★28	**Delete** Hartington	51				
28	New entry Hartford & G.	C2				
29	Heald Green	18				
29	Hawes	187				
★29	Henlow Camp	102				
★30	Hetton (Durham)	—	191	196T	—	—
★30	High Field	180				
★30	Highley	W27				

Page No.	DESTINATION	Principal Col.	Forwarding towards N	S	E	W
★31	Honington	106				
31	Horbury & Osset amend to read Horbury	39				
★32	Iron Bridge	W27				
★32	Kemsing	SE2				
32	Keinton Mandeville	W2				
32	Kelmscott & L.	W18				
35	Lechlade	W18				
35	Leadburn	80				
★36	Linley	W27				
38	Luddendenfoot	38				
★40	Middleton-on-the-Wolds	—	181T	180	180	—
★42	Navenby	106				
★42	New Beckenham	SK1				
★42	Newbridge-on-Wye	W28				
★43	Newton Kyme	—	46T	182	44	—
43	Notgrove	W13				
43	Nitshill	66				
43	Northenden for W.	18				
44	Overton on Dee	W26				
★44	Pannal	21T				
★47	Quorn and Woodhouse	—	57T	56T	57T	57T
★48	Ravensbourne	SE1				
★48	Rednal and West Felton	W11				
★48	Rhayader	W28				
48	Rhydrowen	W9				
50	Salford Priors	W25				
★50	St. Harmons	W28				
★51	Sedgefield	189				
★52	Shefford	60				
★53	Southburn	—	181T	180	180	—
★53	Southill	60				
★53	Spofforth	—	46T	182	44	—
54	Stepps	65				
★54	Stevenage	102				
★56	Sydenham Hill	SC1				
★56	Tadcaster	—	46T	182	44	—
★57	Thorpe Arch	—	46T	182	44	—
★57	**Delete** Thorpe Cloud	51				
58	Uplawmoor	—	69	68		
59	Waddington	119				
59	Warcop	—	42	27T	27T	
★60	Weeton	21T				
★60	West Dulwich	SC1				
★60	Westerham	SC1				
★60	West Felton	W11				
★61	Wetherby	—	46T	182	44	—
61	Whifflet	62X				
★63	Wrotham and Borough Green	SK1				
64	SE.10 to amend Sorting Number to read SE.1					
64	SE.11 amend Sorting Number to read 1					
65	SE.19 amend Sorting Number to read SC1					
67	N.19 Amend Rail Number to read 1X.					

69 Appendix "B", Insert:

Postal No.	District	Traffic delivered from	Rail Numerical Sorting No.
22 & 23	Wythenshawe Northenden Baguley Heald Green	Deansgate	18

★ROUTE AVAILABILITY OF LOCOMOTIVES

NORTH EASTERN OPERATING AREA

JUNE, 1953

AMEND. Title on front cover to read:—
"Route Availability of Locomotives and Restriction on Double Heading of Trains."

AMEND. Heading relating to restrictions on double heading on pages 4 to 25 inclusive, to read:—
"Restrictions on Double Heading of Trains (other than Passenger and Class 4 Freight unless shown)."

PAGE 1. AMEND "Item 5—General Instructions" to read:—
"Unless otherwise shown the coupling of locomotives or the double heading of passenger or freight trains by locomotives of any class permitted to run over the section of line may be allowed."

CLASSIFICATION AND TYPES OF ENGINES (Ex L.N.E.R.)

Engines are referred to in this pamphlet by the code given in the first column of the table below.

Classification Code	Motive Power Class	Wheel Arrangement	Type
STEAM			
A.1	8P/6F	4–6–2	Passenger Tender (Ex L.N.E.)
A.2	8P/7F	4–6–2	Passenger Tender (Ex L.N.E.)
A.2/3	8P/7F	4–6–2	Passenger Tender (Ex L.N.E.)
A.3	7P/6F	4–6–2	Passenger Tender (Ex L.N.E.)
A.4	8P/6F	4–6–2	Passenger Tender (Ex L.N.E.)
B.1	5MT	4–6–0	Mixed Traffic Tender (Ex L.N.E.)
B.16/2	5P/6F	4–6–0	Mixed Traffic Tender (Ex N.E.)
B.16/3	5P/6F	4–6–0	Mixed Traffic Tender (Ex N.E.)
J.27	5F	0–6–0	Freight Tender (Ex N.E.)
J.36	2F	0–6–0	Freight Tender (Ex N.B.)
J.37	5F	0–6–0	Freight Tender (Ex N.B.)
J.38	6F	0–6–0	Freight Tender (Ex L.N.E.)
J.50/1	4F	0–6–0	Freight Tank (Ex G.N.)
J.50/2	4F	0–6–0	Freight Tank (Ex G.N.)
J.50/3	4F	0–6–0	Freight Tank (Ex G.N.)
J.50/4	4F	0–6–0	Freight Tank (Ex G.N.)
J.66	2F	0–6–0	Freight Tank (Ex G.E.)
J.94	4F	0–6–0	Freight Tank (Ex M.O.S.)
K.1	5P/6F	2–6–0	Mixed Traffic Tender (Ex L.N.E.)
O.1	8F	2–8–0	Freight Tender (Ex L.N.E.)
O.2/1	8F	2–8–0	Freight Tender (Ex L.N.E.)
O.2/2	8F	2–8–0	Freight Tender (Ex L.N.E.)
O.2/3	8F	2–8–0	Freight Tender (Ex L.N.E.)
O.2/4	8F	2–8–0	Freight Tender (Ex L.N.E.)
O.4/1	7F	2–8–0	Freight Tender (Ex G.C.)
O.4/2	7F	2–8–0	Freight Tender (Ex R.O.D)
O.4/3	7F	2–8–0	Freight Tender (Ex L.N.E.)
O.4/6	7F	2–8–0	Freight Tender (Ex L.N.E.)
O.4/7	7F	2–8–0	Freight Tender (Ex L.N.E.)
O.4/8	7F	2–8–0	Freight Tender (Ex L.N.E.)
Q.6	6F	0–8–0	Freight Tender (Ex N.E.)
V.2	7P/6F	2–6–2	Mixed Traffic Tender (Ex L.N.E.)
V.3	4MT	2–6–2	Mixed Traffic Tank (Ex L.N.E.)
Y.1/1	OF	0–4–0	Sentinel Tank (Ex L.N.E.)
Y.3	OF	0–4–0	Sentinel Tank (Ex L.N.E.)
Y.4	OF	0–4–0	Dock Tank (Ex G.E.)
Y.9	OF	0–4–0	Freight Tank (Ex N.B.)
W.D.	8F	2–8–0	Freight Tender (Ex M.O.S.)
W.D.	9F	2–10–0	Freight Tender (Ex M.O.S.)

★CLASSIFICATION AND TYPES OF ENGINES (Ex L.M.R.)

Classification Code	Motive Power Class	Wheel Arrangement	Type
STEAM			
2E	2F	0–6–0	Freight Tender (Ex Cal.)
2J	2	2–6–2	Mixed Traffic Tank (Ex L.M.S. Std.)
2K	2P	0–4–4	Passenger Tank (Ex Cal. 18″ x 26″ x5′ 9″)
2L	2P	0–4–4	Passenger Tank (Ex Cal. 18¼″ x 26″ x 5′ 9″)
2R	2F	0–6–0	Freight Tank (Ex Cal. 17″ x 22″ x 4′ 0″)
2U	2	2–6–0	Mixed Traffic Tender (Ex L.M.S. Std.)
3F	3F	0–6–0	Freight Tender (Ex L. & Y.)
3H	3F	0–6–0	Freight Tender (Ex Cal.)
3J	3	2–6–2	Mixed Traffic Tank (Ex L.M.S. Std. Taper Boiler)
3T	3F	0–6–0	Freight Tank (Ex L.M.S. Std.)
3Y	3F	0–6–0	Freight Tank (Ex Cal.)
4C	4F	0–6–0	Freight Tender (Ex L.M.S. Std.)
4H	4	2–6–4	Mixed Traffic Tank (Ex L.M.S. Std. 2-cyl.—Parallel Boiler)
4J	4	2–6–4	Mixed Traffic Tank (Ex L..MS. Std. 2-cyl. —Taper Boiler)

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

NORTH EASTERN OPERATING AREA, JUNE, 1953—continued

CLASSIFICATION AND TYPES OF ENGINES (Ex L.M.R.)—continued

Classification Code	Motive Power Class	Wheel Arrangement	Type
4L	4	2–6–0	Mixed Traffic Tender (Ex L.M.S. Std.)
5A	5	4–6–0	Mixed Traffic Tender (Ex L.M.S. Std.)
5B	6P/5F	2–6–0	Mixed Traffic Tender (Ex L.M.S. Std. Parallel Boiler)
5C	6P/5F	2–6–0	Mixed Traffic Tender (Ex L.M.S. Std.—Taper Boiler)
5XB	6P/5F	4–6–0	Mixed Traffic Tender (Ex L.M.S. Std.—Taper Boiler)
6D	7P	4–6–0	Passenger Tender (Ex L.M.S. Std.—Converted Royal Scot and 5X Taper Boiler)
7A	8P	4–6–2	Passenger Tender (Ex L.M.S. Std.)
7C	7F	0–8–0	Freight Tender (Ex L.N.W G2/G2A)
8A	8F	2–8–0	Freight Tender (Ex L.M.S. Std. and W.D.)
	CLASSIFICATION AND TYPES OF ENGINES (B.R. STANDARD)		
2VT/1	2MT	2–6–2	Mixed Traffic Tank (84,000 Class)
2K/1	2MT	2–6–0	Mixed Traffic Tender (78,000 Class)
3VT/1	3MT	2–6–2	Mixed Traffic Tank (82,000 Class)
3K/1	3MT	2–6–0	Mixed Traffic Tender (77,000 class)
4K/1	4MT	2–6–0	Mixed Traffic Tender (76,000 class)
4LT/1	4MT	2–6–4	Mixed Traffic Tank (80,000 class)
4B/1	4MT	4–6–0	Mixed Traffic Tender (75,000 class)—3,500 gall. Tender
4B/2	4MT	4–6–0	Mixed Traffic Tender (75,000 class)—5,000 gall. Tender
5B/1	5MT	4–6–0	Mixed Traffic Tender (73,000 class)—4,250 gall. Tender
5B/1A	5MT	4–6–0	Mixed Traffic Tender (73,000 class)—5,000 gall. Tender
6A/1	6P/5F	4–6–2	Mixed Traffic Tender (72,000 class)—4,250 gall. Tender
6A/1A	6P/5F	4–6–2	Mixed Traffic Tender (72,000 class)—5,000 gall. Tender
7A/1	7P/6F	4–6–2	Mixed Traffic Tender (70,000 class)—4,250 gall. Tender
7A/1A	7P/6F	4–6–2	Mixed Traffic Tender (70,000 class)—5,000 gall. Tender
9R/1	9F	2–10–0	Freight Tender (92,000 class)—5,000 gall. Tender
9R/3	9F	2–10–0	Freight Tender (92,000 class) —5,625 gall. Tender
9R/6	9F	2–10–0	Freight Tender (92,000 class) Mechanical Stoker.
9R/7	9F	2–10–0	Freight Tender (92,000 class)—Crosti Conversion.

NOTE:—

The amendments to the Route Availability Groups of Locomotives on this page will not apply until the new Route Availability Book in preparation is published.

Until further notice the classification of locomotives shown on pages 2 and 3 of the Route Availability of Locomotives Book dated June, 1953, with subsequent amendments must continue to be observed.

PAGE 2.

★ROUTE AVAILABILITY GROUPS

Entries amended to read:—

TENDER ENGINES
ROUTE AVAILABILITY GROUP

2	3	4	5	6	7	8	9
Ex LNE	**Ex LNE**	**Ex LNE**	**Ex LNE**	**Ex LNE**	**Ex LNE**	**Ex LNE**	**Ex LNE**
	J.36		J.27	04/2	B.1	B.16/2	A.1
				04/3	K.1	B.16/3	A.2*
					01	J.37	A.2/3
					02/1	J.38	A.3
					02/2	02/3	A.4
					02/4		V.2
					04/1		
					04/6		
					04/7		
					04/8		
					Q.6		
					WD.2–8–0		
					WD.2–10–0		

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

NORTH EASTERN OPERATING AREA, JUNE, 1953—continued

TENDER ENGINES
ROUTE AVAILABILITY GROUP—continued

2	3	4	5	6	7	8	9
Ex LMS	**Ex LMS** 2U	**Ex LMS** 3F	**Ex LMS** 4C 4L	**Ex LMS** 7C	**Ex LMS** 5A 5B 5C 8A	**Ex LMS** 5XB	**Ex LMS** 6D 7A
	BR 2K/1	**BR** 3K/1	**BR** 4K/1		**BR** 4B/1 4B/2 5B/1 5B/1A 6A/1	**BR** 6A/1A 7A/1 7A/1A	**BR** 9R/1 9R/3 9R/6 9R/7

*A.2 locomotives restricted for clearances on certain lines—see tables.

★TANK ENGINES
ROUTE AVAILABILITY GROUP

1	2	3	4	5	6	7	8
Ex LNE Y.1/1 Y.3	**Ex LNE** J.66 Y.9	**Ex LNE**	**Ex LNE**	**Ex LNE** J.94	**Ex LNE** Y.4	**Ex LNE** J.50/1 J.50/2 J.50/3 J.50/4 V.3	**Ex LNE**
Ex LMS	**Ex LMS**	**Ex LMS** 2.J	**Ex LMS** 3.J 3.T	**Ex LMS** 4.H 4.J		**Ex LMS**	
		BR 2.VT/1	**BR** 3.VT/1		**BR** 4.LT/1		

★DIESEL AND ELECTRIC LOCOMOTIVES
ROUTE AVAILABILITY GROUPS

1	2	3	4	5	6	7	8	9
2/1 2/13A	1/17 2/13 2/15	2/4A 11/4	3/1B 3/1D 8/4 8/5 9/18 10/4A	3/1C 3/4 3/8A 33/3	3/1 3/1A 10/3 10/4 11/1A 11/3 11/4A 11/6A 12/1 12/2 12/6 13/2 15/6 16/2 17/3	11/1 11/6 17/7 20/1 20/3 20/4 22/1 22/4 25/1 27/2	12/5 23/1 25/1A	

★ROUTE AVAILABILITY GROUPS

2	5	7	8	9
ELECTRIC ES/1	**ELECTRIC** EB/1	**ELECTRIC**	**ELECTRIC**	**ELECTRIC** EM/1

ROUTE AVAILABILITY OF LOCOMOTIVES

(NORTH EASTERN OPERATING AREA)

The Chief Civil Engineer has authorised Class A1 4-6-2 (ex L.N.E.) locomotives to be used over the following lines:—

Leeds City North and Skipton.

Without restriction except that windscreens should be folded back.

Apperley Junction and Skipton Station North Junction via Ilkley.

Permitted as an additional class in case of emergency with 30 m.p.h. restriction over bridges between 211¼ and 214¼ mile posts, and also between 220½ and 221¼ mile posts.

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	★4	Hull (Alexandra Dock) to Little Weighton	5	LMR 4 MTT 2–6–4 (LMR Standard) taper boiler locomotives may work passenger trains from Hull (Paragon) to South Howden Ex LM 4 MT 2–6–0 may work into Sculcoates Yard but speed must not exceed 5 m.p.h. over sharp curves	—	—
	★6	Moorhouse Station Junction to end of B.R. at Frickley Colliery	5	Add:—17/3, 20/3, 25/1.	—	—
	★8	Pickburn Junction to end of B.R. at Brodsworth Colliery ..	5	20/3, 25/1	—	—
	★11	Hemsworth East to South	5	11/1A, 12/1, 12/6	—	—
	★14	Bullcroft Junction to end of B.R. Bentley Colliery	5	17/3, 20/3, 25/1	—	—
	19A	Hull, Manor House Yard, Cattle Dock Lines	3	DES 350 h.p.	—	—
	27	Delete entries—not used	—	—	—	—
	29A	King George Dock and Saltend	5	As shown	—	—
	★31	Walton Street Junction to Springbank North Junction (Hull)	5	Add V3	—	As shown
	★32	Springbank North Junction to Loco Junction Hull via Springbank West	5	Add V3	As shown	—

As printed unless otherwise shown below.

(NORTH EASTERN OPERATING AREA)

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	★33	Springbank North Junction to Springbank South Junction (Hull)	5	Add V3	As shown	—
	★47	Selby (West) to Cawood	2	2K/1	—	—
	★48	Leeds City Joint Line	9	Ex LNE B1, V2 and A class permitted work between Leeds City South and Leeds City North via Leeds City Junction	—	—
	★55	Little Weighton, Dannets Quarry Siding	5	17/3	—	—
	★57	End of NER at Altofts (Normanton) to York	9		Add:—All Locos. are prohibited except the following classes on Lines No. 41 and 44 Weigh line and Down line leading to Castleford Goods Yard from Castleford Gates Signal Box at Castleford:— J94, 7C, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1F, 3/4.	—
	★65	Commencement of NER Maintenance, Ferrybridge Junction to Dearne Junction	9		Add:—All locomotives prohibited except the following classes in Slip Road on Line No. 3 leading to End Loading Dock at Bolton-on-Dearne:— A1, A2, B1, J27, J36, J37, J38, J50/1, J50/2, J50/3, J50/4, J94, K1, O1, O2/1, O2/2, O2/3, O2/4, Q6, 2VT/1, 2K/1, 3VT/1, 3K/1, 4K/1, 4B/1, 4B/2, 5B/1, 5B/1A, 6A/1, 6A/1A, 7A/1, 7A/1A, 2J, 2U, 3F,	

3T, 4C, 4L, 5B, 5C, WD 2–8–0, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 8/4, 8/5, 9/18, 10/3, 11/3, 12/5, 15/6, 15/6A, 17/3, 17/7, 33/3.

All locomotives are prohibited except the following classes on Lines Nos. 35 and 37 (Down Goods Sidings) at Pontefract (Baghill):—

A1, A2, A2/3, A3, A4, B1, B16/1,

★Add:—All locomotives prohibited except the following classes from line No. 38 (Horse Dock Road) W.P.179 at Pontefract (Baghill):—

J.27, J.36, J.50/1, J.50/2, J.50/3, J.50/4, J.94, 2U, 3T, 4C, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/4, 3/8A.

Note:—The Horse Dock may be shunted with locomotives not listed above provided wagons are used as lengtheners to obviate locos. entering the Dock.

B16/2, J27, J36, J38, J50/1, J50/2, J50/3, J50/4, J94, K1, O1, O2/1, O2/2, O2/3, O2/4, O4/1, O4/2, O4/3, O4/6, O4/7, O4/8, Q6, V2, V3, 2VT/1, 2K/1, 3VT/1, 3K/1, 4K/1, 4LT/1, 4B/1, 4B/2, 5B/1, 5B/1A, 6A/1, 6A/1A, 7A/1, 7A/1A, 2J, 2U, 3F, 3J, 3T, 4C, 4H, 4J, 4L, 5A, 5B, 5C, 5XB, 6D, 7A, 7C, 8A, WD 2–8–0, WD 2–10–0, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 8/4, 8/5, 9/18, 10/3, 10/4, 10/4A, 11/1, 11/1A, 11/3, 11/4, 11/4A, 11/6, 11/6A, 12/1, 12/2, 12/5, 12/6, 13/2, 15/6, 15/6A, 16/2, 16/8, 16/9, 17/3, 17/7, 20/3, 20/4, 22/1, 23/1, 25/1, 25/1A, 27/1, 33/3.

ROUTE AVAILABILITY OF LOCOMOTIVES—continued
(NORTH EASTERN OPERATING AREA)

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	71	Delete entries—not used	—	—	—	—
	80	Otley to Ilkley via Burley Junction, also to Bradford (Forster Square) via Menston	—	Add:—WD8 2–8–0 permitted subject to speed restriction of 10 m.p.h. over Bridge No. 6, Milnerwood	As shown	—
	81	Ilkley to Colne	—	Add:—WD8 2–8–0 permitted between Ilkley and Skipton	—	—
	★86	Tadcaster—Colleys Malt Kiln Sidings	5	17/3	—	—
	Add ★88A	ROF Circular Railway, Thorp Arch	6	B16/2, B16/3, 5/B1	—	—
	★103	Pickering to Whitby Town Station	5	Amend to read:—O1, O2, O4, Q6, WD8, 2–8–0 (V3 permitted between Grosmont and Whitby), 4J 5B/1, 5B/1A	—	* Prohibited Grosmont, Goathland Summit (Up) Levisham–Goathland Summit (Down)
★	103A	Pickering New Bridge Quarry	—	**DELETE** existing entries and **INSERT**:—1/17, 2/1, 2/4A, 2/13, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/8A, 9/18, Y1, Y3	—	—
	104	Scarborough (Falsgrave) to Gallows Close	5	Add:—All other locomotives in Groups 6, 7 and 8 may work between Falsgrave and Gallows Close Carriage Sidings, but must not work into the Goods Yard	—	As shown

★105	Scarborough (Gallows Close) to Whitby (Prospect Hill Junction)	5	Delete all classes except:—V3, 5B/1, 5B/1A	—	• Prohibited—Whitby West Cliff –Scarborough (Up and Down)
★117	Catterick Camp Railway	6	Add:—V3	Speed restriction 20 m.p.h. ..	—
★119	Parkgate Junction to Albert Hill Junction	9	—	Working of South Durham and Barningham Sidings restricted to Class J36	—
★125	Barnard Castle Coal Depots	2	Add:—2K/1	—	—
124 126 127	Delete	—	—	—	—
★129	Forcett Junction to Forcett Goods Station	4	Add:—11/1A, 12/1, 12/6	—	—
130	Forcett Valley Junction to Forcett Quarry	4	—	—	Prohibited (Up and Down)
132	Darlington (Albert Hill Junction) to Tow Law (Blackfield) ..	9	—	—	Delete:—Shildon South–Shildon North (Up and Down)
★136	Forcett Valley Junction to Forcett Quarry	4	11/1A, 12/1, 12/6	—	—
★ Add 136A	Bishop Auckland (Wilson's Forge Siding)	—	J94, Y1	—	—
★138	Butterknowle Branch Spring Gardens to Butterknowle ..	4	11/1A, 12/1, 12/6	—	—
138	Spring Gardens Junction to end of BR maintenance at Butterknowle Goods	4	Q6 to Randolph Colliery Sidings Gates	—	—
139	Shildon North to Fieldon Bridge Junction, West Auckland ..	7	—	—	Delete restriction
★140	West Auckland, Fylands Gas Works	5	**DELETE** entry.	—	—
★141	Shildon North Junction to end of B.R. maintenance Auckland Park Colliery Branch	4	11/1A, 12/1, 12/6	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

As printed unless otherwise shown below.

(NORTH EASTERN OPERATING AREA)

Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
142	Crook to Sunniside Bank Foot. Amend to read:—Crook to Peases West Coke Ovens	—	Add:—Class 8 WD 2-8-0, provided use is not made of Spion Cop Road	—	—
★144	Tow Law Junction to end of BR maintenance on Sunnyside Branch	3	4K/1, 4L 3K/1	—	—
★146	Slotburn Brick Works	3	4K/1, 4L 3K/1	—	—
149	Bishop Auckland East Junction to Relly Mill Junction (Durham)	9	—	—	Delete:—Prohibited Bishop Auckland North and East) Up and Down)
★152	Whitby (Bog Hall Junction) to Loftus .. .. Amend to read:—Whitby, Bog Hall to West Cliff	4	Add:—4LT/1, 5A, 5B/1, 5B/1A ..	As shown	As shown
155	Brotton Junction to Guisborough (Station Box). Amend to read:—Brotton to Boosbeck.	—	—	—	—
157	North Skelton Junction to Priestcroft Junction. Amend to read:—North Skelton (Priestcroft Branch)	—	—	—	—
★162	Darlington (Albert Hill Junction) to Dinsdale (Oak Tree Junction)	5	Add:—17/3, 11/1A, 11/6, 12/1, 12/6 ..	Working of South Durham and Barningham Sidings restricted to J36, J71, J72 Diesel Code 17/3 Prohibited from passing Loading Dock at Fighting Cocks and must not use right hand line in Messrs. Arnott Young's Sidings Fighting Cocks. All locomotives limited to 20 m.p.h. over Bridge 22 at Darlington, Haughton Road.	— —
165	Bowesfield to South Stockton Goods	7	Add:—V2. Inwards via Roads T6, 4, 11 and 12 to work on lines 50, 56, 57, 58 and 59 and outwards via T5.	—	—
★166	South Stockton to Stockton Wharf Exchange Sidings ..	2	Add:—2K/1	—	—

168	Middlesbrough Old Town Junction to Dock Engineer's Boundary (Vulcan Street)	6	Add:—V2 allowed in Middlesbrough Goods Yard on Reception Lines 1 to 4 on the Down side and the New Independent line on the Up side.	—	—
★175	South Bank Smiths Dock Sidings	3	3/1	—	—
★181	Stillington, Carlton Ironworks Sidings	5	17/3	—	—
183	Chilton Junction to end of BR maintenance on Chilton Branch (Leasingthorne)	5	Add:—K1	—	—
★184	North Shore Junction (Stockton) to end of North Shore Branch	—	Add:—J.27, Q6	—	—
★185	North Shore Junction to Haverton Hill Junction	7	Add:—9R/1, 9R/3, 9R/6, GR/7 .. V2 subject to speed limit of 20 m.p.h. but must not use curve between Belases Lane and Haverton Hill South	Speed not to exceed 20 m.p.h. ..	Prohibited North Shore Junction —Haverton Hill South (Up and Down)
191	Cliff House South Junction to Newburn Junction via Cliff House Branch	7	Add:—V2	—	—
194	West Hartlepool Docks to Connecting Lines to Dock Area ..	8	—	Class 8 WD 2–8–0 prohibited from working in Greenland Area	—
200	Redmarshall East to Ryhope Grange	—	—	Add:—South Hetton Colliery–WD, J27 and Q6–Speed Restriction 5 m.p.h. on curve from Up Main at South Hetton Signal Box to point 220 yards in sidings, applies in both directions. All other types prohibited.	—
★205	Shotton Colliery	5 **Amend to:—7**	—	—	—
207	Murton Junction to Durham (Elvet Station). Amend to read:— Murton Junction to Sherburn Colliery North	—	—	—	—
214	Amend Broomside Junction to read North Hetton	—	—	—	—
★226	Amend:— Sunderland, South Dock Jetties	1	J27, 1/17, 2/4A, 2/13, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/4, 3/8A	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

As printed unless otherwise shown below.

(NORTH EASTERN OPERATING AREA)

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	227	North Dock Junction to end of BR North Dock	5	Delete entries	Locomotives in Group 6 may work up to but not over Bridge No. 1 at 1100 yards from North Dock Junction	—
	★228	Monkwearmouth Goods Yard, Granary Sidings, Nos. 1, 2, 3, 4 and 5	1	Amend to read:—J94, Y9 ..	—	—
	★237	Ouston Junction (Birtley) to Consett North Junction ..	8	BR 9F 2–10–0, V2	—	As shown
	238	Delete Entry	—	—	—	—
	239	Amend:—Annfield Mineral Yard to read Anfield East	—	—	—	—
	240	Eden Bank Foot to Waldridge Bank Foot (incline)	—	—	Add:—Maximum speed for type J94 and 350 h.p. diesel electric shunting locomotives not to exceed 20 m.p.h.	—
	★241	Waldridge Bank Foot (Stella Gill) to Whitburn Junction (Tyne Dock)	7	Add:—BR 9F 2–10–0, V2 ..	9F South Pelaw Junction to Harton Junction, Main line only. V2 Washington South to Whitburn Junction. Permitted Main Lines only at 25 m.p.h.	—
	★242	South Shields end of Pontop line to Garden Lane Junction ..	4	Add:—20/3, 25/1	—	—
	243	Delete Entry	—	—	—	—
	★245	Amend:—Tile Shed to Hedworth Lane to read Hedworth Lane Siding	—	Add:—V2, 9R/1, 9R/3, 9R/6, 9R/7 ..	—	—
	★246	Boldon Colliery Station to Green Lane Junction (Tyne Dock)	7	Add:—BR 9F 2–10–0, V2	Add:—9F Main lines only .. .. V2 Main lines only	—
	247	Delete Entry	—	—	—	—
	★248	Green Lane Junction (Tyne Dock) to Tyne Dock Bottom ..	7	Add:—BR 9F 2–10–0, V2	Add:—9F to be confined to lines used for iron ore traffic only V2 Permitted Green Lane to Tyne Dock Bank Top. **Prohibited** Bank Top to Dock Bottom.	As shown

★249	Wailes Dove Co's Sidings, Hebburn	—	Amend to read:—Only four-wheeled locomotives and 204 h.p. Diesel shunting locomotives, Drewry type DJ.12/1 and DJ.12/2 permitted.	—	—
★250	Jarrow Jarrow East End Light Railway (Shell Mex Sidings)	9*		Amend to read:— * The following locomotives are prohibited from using the two side gantry lines in Shell Mex Sidings:— A1, A2/3, A3, A4, 3J, 7A, 9R/1, 9R/3, 9R/6, 9R/7, 3/8, 8/4, 8/5, 11/1, 11/1A, 11/3, 11/4, 11/4A, 11/6, 11/6A, 12/1, 12/2, 12/6, 13/2, 15/6, 15/6A, 16/2, 16/8, 16/9, 17/3, 17/7, 20/3, 20/4, 22/1, 22/4, 23/1, 25/1, 25/1A, 33/3	
253	Tyne Dock St. Bedes Junction to Tyne Dock Bottom	7	Add:—V2	—	—
255A	Delete Entry	—	—	—	—
★256	High Street Junction to Greensfield Junction (Gateshead) ..	9		Add:—All locomotives are prohibited from using lines Nos. 271, 276 and 277 Stores and Contracts Sidings in Gateshead Traffic Stores, except the following:— J27, J36, J50/1, J50/2, J50/3, J50/4, J69/1, J94, 2U, 3T, 4C, 7C, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 9/18, 10/3, 12/5	—
★263	Birtley M.O.S. Depot Sidings	3	11/1A, 12/1, 12/6	—	—
★264	Teams Traders Sidings, Atlas Rivet Works	1	Delete:—J27 .. .. .. Add:—2/15, 3/1.	—	—
★266	Norwood Junction to Dunston East Junction	5	Add:—O1, O2/1, O2/2, O2/4, O4/1, O4/2, O4/3, O4/6, O4/7, O4/8, Q6, WD 2-8-0, 3/1, 3/1A.	—	—
★267	Norwood Coke Works	5	Add:—Following classes permitted maximum speed 5 m.p.h. V2, 11/1A, 11/6A, 12/1, 12/6, 17/3, 20/3, 25/1.	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

(NORTH EASTERN OPERATING AREA)

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	★269	Dunston Staiths Old and New	2	Add:—BR 2 MT 2-6-0, 9R/1, 9R/3, 9R/6, 9R/7	—	—
	★271	Derwenthaugh Junction to West Dunston Sidings and Redheugh Goods Yard	6	Add:—V2	V2 locomotives must not proceed more than 2 engine lengths beyond Junction with Tanfield Branch at Redheugh Bank Foot. Prohibited from East End of West Dunston Yard and from passing over Bridge No. 15 on shunting neck at Redheugh Bank Foot. Prohibited from Co-op Flour Mill Siding (Dunston West). Palmer, Hall Timber Co.'s Siding (Dunston East) J. Shaw (W. H'pool) & Co.'s Siding (Dunston East), and Dunston Power Station.	—
	277	Kimblesworth Colliery Junction to end of B.R. Kimblesworth	7	Add:—V2	—	—
	★279	Scotswood Junction to West Wylam Junction (via Newburn) (a) North Walbottle Colliery Sidings (b) Stella North Power Station Sidings (c) Newburn Goods Yard	8	Add:—9R/1, 9R/3, 9R/6, 9R/7	—	Amend to read:—Prohibited all Passenger and Freight trains Scotswood–West Wylam Junction via Newburn (Down)
	★280	Haltwhistle Junction to Alston Station	7	—	Amend to read:—Speed limit 35 m.p.h.	As shown
	281 282 284	Delete Entries	—	—	—	—
	★281	Haughs Branch, Blaydon	1	1/17, 2/13, 2/15	—	—
	★282	North British Plastics Siding, Blaydon	1	1/17, 2/13, 2/15	—	—
	★283	Messrs. Vickers Armstrong Old Elswick Works and Brass Foundry	2	Add:—2K/1	—	—

287	Argyle Street Junction to Quayside Goods	3	Add:—DES 350 h.p.	—	Add:—DES 350 h.p. also permitted on Quay lines subject to running "dead" slowly when working from Quayside Yard to the Quay via West Gate.
288	Manors North to Argyle Street	1	Add:—DES 350 h.p. .. .	BR, 9F 2–10–0 prohibited from detaching into Trafalgar North Yard and any detaching movements by this class at Argyle Street must only be made into the Down Goods Siding	—
★290	Amend:—				
	Riverside Junction (Byker) to Percy Main Junction	4	J27, ...	—	—
	(a) Wallsend Shipyard	4	Groups 1 to 4, J27, 11/1A, 11/6A, 12/1, 12/6	—	—
	(b) Thermal Syndicate Sidings		Groups 1 to 4, J27, 11/1A, 11/6A, 12/1, 12/6	11/1A, 11/6A, 12/1, 12/6. Not to go beyond Trap points at B.R. limit of maintenance	
291	Manors North to Morpeth via Backworth	9	—	Add:—Q6 locomotives prohibited from working into New Bridge Street Mineral Yard	As shown
299	Percy Main North to Tyne Commission Quay ..	3	Add:—4 MT 2–6–0 (LMR design); 350 HP Diesel 0–6–0 (The following classes are to be confined to the Main passenger lines). Add:—11/1A, 12/1, 11/6A, 12/6, 17/3, 9/18, 20/3, 25/1, 25/1A, 27/2, 33/3		As shown
300	Percy Main North Junction to Percy Main Junction ..	3	Add:—4 MT 2–6–0 (LMR design); 350 HP Diesel 0–6–0 (The following classes are to be confined to the Main passenger lines). Add:—11/1A, 12/1, 11/6A, 12/6, 17/3, 9/18, 20/3, 25/1, 25/1A, 27/2, 33/3	—	—
307	South Blyth Staiths	2	Add:—BR 2 MT 2–6–0	—	—
309	Bedlington A and Doctor Pits	2	Add:—4 MT 2–6–0 (LMR design); BR 2 MT 2–6–0	As shown	—
310	Delete Entry	—	—	—	—
311	West Sleekburn Junction to commencement of North Blyth Staiths	7	—	Add:—Q6 locomotives prohibited from working into Cambois Colliery	—
313	North Blyth Staiths	2	Add:—BR 2 MT 2–6–0	—	—
315	West Blyth Staiths	3	Add:—350 HP Diesel 0–6–0	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

(NORTH EASTERN OPERATING AREA)

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
	Amend:—					
	317	Choppington Junction to end of B.R. on Netherton Colliery Branch	2	J27 BR.2MT 2–6–0 BR.3MT 2–6–0 BR.4MT 2–6–0 4MT 2–6–0 (L.M.R. design)	BR.3MT & BR.4MT 2–6–0 not to exceed 5 m.p.h. over sharp curves	—
	319A	Widdrington Junction to Stobswood Colliery (Brick Works Siding only)	5	J.39 with extreme care	All Group 5 locomotives permitted except:— LMR 4 MTT 2–6–4 BR 4 MTT 2–6–4 B1 LMR 5 MT 4–6–0 (Standard)	—
	Delete entry:—					
	322	Alnwick to Wooler	—	—	—	—
	★326	Tweedmouth South Junction to Tweedmouth Dock	2	Add:—BR 2 MT 2–6–0	—	As shown
	327	Reedsmouth Junction to Morpeth Wansbeck Box	3	Amend to read:—BR3 MT 2–6–0, BR4 MT 2–6–0, LM4 MT 2–6–0, J27, 11/1A, 11/6A, 12/1, 12/6	Limited to speed of 35 m.p.h. Speed limited to 5 m.p.h. over Up Sidings portion of Bridge 44 at Rothbury.	—
		Amend to read:— Bellingham to Morpeth				
	328	Rothbury to Scotsgap Junction	3			
	329	Delete entry Riccarton Junction to Hexham	—	—	—	—

LONDON MIDLAND REGION (CENTRAL LINES)
LOCOMOTIVE ROUTE AVAILABILITY BOOKLET
DATED SEPTEMBER, 1961

PAGES 4, 6, 8, 10, 12, 14, 16, 18

2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E.

The above locomotives are permitted over all sections of line with the following exceptions:—

Prohibited any route where Class 5A ex L.M.S. 4–6–0 Steam Locomotives are prohibited.

Prohibited from working over sidings and connections having a minimum radius of less than five chains.

PAGE 4.

Kirkham and Wesham North Junction—Blackpool (North)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Bolton (Trinity Street) West—Hellifield. DELETE Note "J" and show as unrestricted.

Poulton No. 3—Fleetwood—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

INSERT Note N.—At Fleetwood Station Prohibited Up and Down Through Siding and Down East West Line to No. 4 and 5 Platform Roads.

Manchester (Vic.)—Liverpool (Ex.) via Atherton and Wigan—DELETE Note C and show as unrestricted

Hindley No. 3—Pemberton Junction via Westwood Park—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Todd Lane Junction—Walton Junction via Croston—INSERT—Note O—2,300 and 2,500 h.p. Sulzer and 2.000 h.p. E.E. Permitted between Moss Lane Junction and Walton Junction.

Wigan (Wallgate)—Southport (Chapel St.)—INSERT Note R.—Note R to read:—Prohibited Southport St. Luke's at 34½ m.p. Down Slow to Down Fast.

Southport Fork Junction Down Fast Down Sidings to Up Slow. Points 91a to 96 Down Slow to Down Fast. Down Slow between Points 90b and 48b.

Southport Chapel Street No. 5 Platform to Up Fast. Down Fast to No. 6 to No. 9 Platforms inclusive. No. 6 to 10 Platforms inclusive to Up Fast.

Todmorden (Hall Royd Junction)—Preston—AMEND Note K to read:—Prohibited E.L.S.B. (20 miles 1,070 yards), Down Line. Rose Grove (26 miles 810 yards)—2,300/2,500 h.p. Sulzer prohibited over Up Slow.

AMEND Note M.

Permitted subject to the undermentioned restrictions:—

Side Wind Screens to be closed when passing through Blea Moor, Helm and Armathwaite Tunnels.

Not to be taken into Hellifield North Bay.

Caution to be exercised when travelling through crossover roads and connections between platforms and adjacent to structures.

Speed not to exceed 40 m.p.h. whilst passing over the following bridges:—

Bridge No. 193 Smardale Viaduct between Kirkby Stephen and Appleby (268½–268¾ m.p.'s).

Bridge No. 240 between Appleby and Long Marton (277¾–278 m.p.'s).

Bridge No. 296 Little Salkeld Viaduct between Langwathby and Little Salkeld (289¼–289½ m.p.'s).

Manchester (Victoria)—Liverpool (Exchange)—Via Atherton and Wigan—2,300 and 2,500 h.p. Sulzer—**ADD Note P. P.**—Prohibited into Bank Hall M.P.D., 2,000 h.p. E.E.—**ADD Note Q. Q.**—Permitted into Bank Hall M.P.D. at Sandhills No. 2S.B. via No. 36A and 46E points only. **Prohibited via No. 37A points.**

Manchester (Victoria)—Hebden Bridge—DELETE—Note A and show as unrestricted.

Todd Lane Junction—Walton Junction—Via Croston—DELETE—Note O and show as unrestricted.

PAGES 5, 7, 9, 11, 13, 15, 17 and 19 7P (4–6–0) ex LMS.

AMEND Power Classification to read 7P/6F.

PAGE 5.—AMEND Note 'H' to read. Permitted between Walton Junction and Liverpool (Exchange) and into Bank Hall M.P.D. at Sandhills No.2S.B. via No.36A and 46E points only. **Prohibited via No. 37A points**

PAGE 6.—Ashton Branch Sidings—Brewery Sidings (Miles Platting Connecting Line)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Royton Junction—Royton Station—INSERT Note F under 2,300 and 2,500 h.p. Sulzer.—Note F to read:—Prohibited over connections to Main Line from Higginshaw Gas Work Sidings

Castleton East Junction—Bolton (Trinity Street) East Junction—INSERT Note G.—Note G to read:—Temporary Prohibition Castleton East Junction Down Line. Prohibited 2,300 and 2,500 h.p. Sulzer Up Slow Line Bury West Junction.

LONDON MIDLAND REGION (CENTRAL LINES)—continued

LOCOMOTIVE ROUTE AVAILABILITY BOOKLET DATED SEPTEMBER, 1961—continued

Todmorden East—Todmorden (Stansfield Hall)—INSERT Note H.—Note H. to read:—
Temporary Prohibition Stansfield Hall Up Line.

Miles Platting Oldham Road—Station Junction.—INSERT Note J.—Note J to read:—
Prohibited New Allen Street. S.B. Up West Goods to Up Goods.

PAGE 8.—Tyldesley No. 2—Pennington South Junction—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Bolton (Fletcher Street Junction)—Kenyon Junction—Show Note E under 2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E.

Note E.—Permitted between Pennington South Junction—Kenyon Junction.

Bolton (Fletcher Street Junction)—Kenyon Junction.—AMEND Note E to read:—
Prohibited Kenyon Junction No. 2 S.B. points 25 to 26 and 37 to 38 Down Main to Marshalling Sidings.

PAGE 9.—Ashton Moss North Junction—9F (2-10-0) B.R. Std. Permitted.

Oldham (Glodwick Road)—Crowthorn Junction—**DELETE Note A**—and show as unrestricted.

PAGE 10.—Lostock Junction—Hindley (Crow Nest Junction)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Brindle Heath Junction—Agecroft Junction (Agecroft Connecting Line)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Rainford Junction—Ormskirk Station—INSERT Note F.—Note F to read:—
Prohibited Rainford Junction Bay platform to Down Line.

Fazakerley Junction—Marsh Lane Junction—INSERT Note G.—Note G to read:—
Temporary Prohibition Fazakerley Junction Down Line.

Sandhills No. 1—Sandhills (North Docks Goods)—INSERT Note H.—Note H to read:—
Prohibited North Docks High Level Junction Spur to Up Goods. Down Goods to and from North Docks Goods Depot.

St. Luke's (Pool Hey Junction)—Meols Cop (Hawkeshead Street Junction)—INSERT Note J.—Note J to read:—

Temporary Prohibition Pool Hey Junction, Down Line.

Burscough Bridge Junction—Burscough Junction South—INSERT Note K.—Note K to read:—
Temporary Prohibition Burscough Bridge Junction, Up Line.

PAGE 12.—Poulton No. 4—Poulton No. 5—2,300 h.p. Sulzer and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Lostock Hall (Moss Lane Junction)—Preston (Farington Curve Junction)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

Burscough Junction North—Burscough Bridge Junction—INSERT Note C.—Note C to read:—
Temporary Prohibition Burscough Bridge Junction, Up Line to North Junction.

PAGE 14.—Blackburn (Great Harwood Junction)—Rose Grove via Padiham—INSERT Note E.—Note E to read:—

Temporary Prohibition Padiham, Up Line.

Rose Grove (Gannow Junction)—Colne North—INSERT Note F.—Note F to read:—
Temporary Prohibition Burnley Central Up Line.

PAGE 16.

Carlisle No. 8 (Currock Junction)—Carlisle No. 5 (Crown Street Junction).

Carlisle No. 10 (Bog Junction)—Carlisle No. 8 (Currock Junction).

Carlisle No. 9 (Forks Junction)—Carlisle No. 11 (Rome Street Junction).

Carlisle No. 7 (London Road Junction)—Dalston Road.

Carlisle No. 11 (Rome Street Junction)—Carlisle (Dentonholme North Junction)—2,300 and 2,500 h.p Sulzer and 2,000 h.p. E.E. Permitted.

Skipton North Junction—Colne North—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

ADD—Note **B**—Permitted between Settle Junction—Clapham Junction. Speed not to exceed 30 m.p.h. Caution to be exercised when travelling travelling through crossover roads and connections through platforms and adjacent to structures. All speed restrictions to be strictly observed.

ADD—Note C—Speed not to exceed 30 m.p.h. Caution to be exercised when travelling through crossover roads and connections through platforms and adjacent to structures. All speed restrictions to be strictly observed.

PAGE 17.—Settle Junction—Wennington Junction—8P (4-6-2) ex L.M.S.—**ADD Note B.**
Clapham Junction—Ingleton Station—8P (4-6-2) Ex L.M.S.—**ADD Note C.**

PAGE 18.—Carlisle (Dentonholme North Junction)—Carlisle No. 3 (Viaduct Yard Lines)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

ROUTES OVER WHICH ENGINES MAY RUN
LONDON MIDLAND REGION (CENTRAL DIVISION)

Section of Line—Points between	Engines Prohibited	Engines permitted subject to restrictions shown
PAGE 7.—Diggle—Manchester Exchange. **INSERT:—**		
Diggle and Stalybridge via Greenfield	—	V.2.
PAGE 16.—(North Eastern Operating Area)		
Skipton (South Junction)—Darfield	—	**INSERT:**—7A permitted with windscreens folded back.
Burley Junction—Apperley Junction	**INSERT:—** 7A	—
PAGE 17.		
Thornhill No. 1—Heckmondwike Central ..		**INSERT:**—BR.9F (2–10–0) provided the engine does not pass over connection leading to Tipping Dock Siding at Heckmondwike Central.
Milner Royd Junction and Bradford Exchange..		**INSERT:**—Four or five locomotives permitted to run coupled between Low Moor and Bradford Exchange.

ROUTE AVAILABILITY OF LOCOMOTIVES
Routes Over which engines may run. (Midland Division) March, 1958.

PAGE 4.—PRINCIPAL MAIN LINES
ADD:—

Section of Line—Points Between	*Engines Prohibited*	*Engines Permitted subject to Restrictions shown*
Horns Bridge to Burton via Clay Cross Junction, Crich Junction, Stenson Junction, Clay Mills Junction and Horninglow Bridge.	—	V.2.

PAGE 5.

LIVERPOOL CENTRAL—MANCHESTER CENTRAL		
Via Warrington and via Straight Line.	—	**ADD:**—V.2. (*en route* between NE Region, Walton and Huskisson Sidings via Diggle and Guide Bridge.)

PAGE 13.

LIVERPOOL CENTRAL—MANCHESTER CENTRAL	—	V.2.
ADD:—		
N.E. Region and Walton or Huskisson Sidings, via Diggle, Greenfield, Guide Bridge, Fairfield, Chorlton Junction, Throstle Nest, South Junction, Trafford Park Junction, Warrington or Straight Halewood East Junction and Fazakerley South and West Junctions.		

ROUTES OVER WHICH ENGINES MAY RUN SECTION 'W'
LONDON MIDLAND REGION (WESTERN DIVISION) BOOKLET

PAGE 32.
INSERT:—

Section of Line	Engines permitted subject to Restrictions shown
Farnley Junction to Whitehall Junction	A.3 Pacific (Windscreens to be folded back)

ROUTE AVAILABILITY OF LOCOMOTIVES
EASTERN REGION WESTERN DIVISION
(Dated June 1953)

	Additional Classes Permitted	Particulars of Restrictions, etc.
PAGE 21.		
Bradford Exchange to Mill Lane Junction	**ADD:—** Groups 8 and 9	**ADD:—** Groups 8 and 9 prohibited from entering into Platforms 1 and 10 at Bradford Exchange.
PAGE 22.		
Wortley West Junction to Mill Lane Junction via Stanningley or Pudsey	**AMEND** note re Groups 8 and 9 to read:— Groups 8 and 9 via Stanningley	**ADD:—** Groups 8 and 9:— (1) Maximum speed throughout—30 m.p.h. (2) Not to exceed 10 m.p.h. between St. Dunstans North and East Junctions. Restrictions on Double Heading — Double heading of Groups 8 and 9 prohibited. (G.1/26)

PAGE 22—AMEND:—		
Thorpe Junction— Thorpe Quarry	—	J.52 J.94 (as far as landsale coal sidings from Wakefield Road Crossing).
PAGE 23—ADD:—		
Lofthouse North Junction —Stourton Junction	3	J.94 (between Lofthouse North Junction and Wakefield Road Crossing).

IDENTIFICATION OF DIESEL LOCOMOTIVES BY CODE

A code has been devised to facilitate the identification, horse power, manufacturer, and variations in design of the diesel locomotives within a group. The description of the code is as follows:—

FIRST NUMBER represents the HORSE POWER OF THE LOCOMOTIVE (in 100's).

SECOND NUMBER/S represents the MAKER, as shown on the list below:—

LETTER A indicates variations within a particular group, e.g., wheel diameter.

3 1 A

EXAMPLE. 3/1A = 350 h.p. B.R./E.E. (0–6–0) 4 ft. 0½ ins.wheel diameter.

MANUFACTURER'S CODE (SECOND NUMBER/S)

Code No.	Manufacturers
1 ..	B.R. (British Railways)
2 ..	Brush
3 ..	E.E. (English Electric)
4 ..	N.B.L. (North British)
5 ..	A.E.I. (B.T.H. and Metro Vic.)
6 ..	B.R.C.W. (Birmingham Railway C. & W.)
7 ..	Beyer Peacock
8 ..	L.M.S. (London Midland and Scottish Railway)
9 ..	S.R. (Southern Railway)
10 ..	L.N.E.R. (London and North Eastern Railway)
11 ..	G.W.R. (Great Western Railway)
12 ..	Barclay
13 ..	Drewry
14 ..	Hudswell-Clarke
15 ..	Hunslet
16 ..	Ruston and Hornsby
17 ..	Yorkshire Engine Company

The code provides an easy reference to the various types of diesel locomotive in connection with the extraction of statistical information and for maintenance requirements; it facilitates comparisons of the performance of the different types of locomotives within a particular horse power group.

The code will be used in diesel locomotive diagrams and in load book and route availability pamphlet. The makers, horse power, serial numbers and code are shown in detail on the attached.

The following information will be shown on the outside of the driving cabs of Main Line Diesel Locomotives:—

Locomotive Number

Identification Code

Route Availability (when available)

Power Classification (when available)

Depot Code Number and letter.

DIESEL LOCOMOTIVE IDENTIFICATION CODE

H.P.	Description	Loco. Nos.	Code
153	Hunslet/Gardner (0–4–0)	D.2950—D.2952	1/15
153	Barclay/Gardner (0–4–0)	D.2953—D.2956	1/
165	Ruston and Hornsby (0–4–0)	D 2957—D.2958	1/16
170	Yorkshire Engine Company (0–4–0)	D.2850—D.2869	1/17
200	Brush/Petter (0–4–0)	D.2999	2/2
200	N.B.L./Paxman (0–4–0)	D.2700—D.2707	2/4A
204	B.R./Gardner (0–6–0)	D.2000—D.2199 D 2372—D.2399	2/1
204	Drewry/Gardner (0–6–0) 3 ft. 6 ins. wheel	D.2215—D.2340	2/13
204	Drewry/Gardner (0–6–0) 3 ft. 3 ins. wheel	D.2200—D.2214	2/13A
204	Barclay/Gardner (0–4–0)	D.2410—D.2444	2/12
204	Barclay/Gardner (0–6–0)	D.2400—D.2409	2/12A
204	Hudswell-Clarke/Gardner (0–6–0)	D.2500—D.2519	2/14
204	Hunslet/Gardner (0–6–0) 3 ft. 9 ins. wheel	D.2574—D.2611 D.2613—D.2618	2/15
204	Hunslet/Gardner (0–6–0) 3 ft. 4 ins. wheel	D.2550—D.2573	2/15A
225	N.B.L./M.A.N. (0–4–0)	D.2708—D.2780	2/4
275	Ruston/Paxman (0–6–0)	D.2985—D.2998	2/16
330	N.B.L./M.A.N. (0–4–0)	D.2900—D.2913	3/4
350	B.R./E.E. (0–6–0)	D.3000—D.3116 D.3127—D.3136 D.3167—D.3438 D.3454—D.3472 D.3503—D.3611 D.3652—D.3664 D.3672—D.3718 D.3772—D.4048	3/1
350	B.R./Crossley (0–6–0)	D.3117—D.3126	3/1B
350	B.R./Blackstone/G.E.C. (0–6–0)	D.3137—D.3151 D.3439—D.3453 D.3473—D.3502 D.3612—D.3651 D.4049—D.4094	3/1C
350	B.R./Blackstone/B.T.H. (0–6–0)	D.3152—D.3166	3/1D
350	B.R./E.E. (0–6–0) Maximum Speed 27 m.p.h.	D.3665—D.3671 D.3719—D.3721	3/1A
350	L.M.S./E.E. (0–6–0) 4 ft. 0½ ins. wheel	12033—12138	3/8A
350	L.M.S./E.E. (0–6–0) 4 ft. 3 ins. wheel	12003—12032	3/8
350	L.N.E./E.E. (0–6–0)	15000—15003	3/10
350	G.W./E.E. (0–6–0) 4 ft. 0½ Ins. wheel	15101—15106	3/11
350	G.W./E.E. (0–6–0) 4 ft. 1 ins. wheel	15100	3/11A
350	S.R./E.E. (0–6–0)	15211—15236	3/9
350	S.R./E.E. (0–6–0) Maximum Speed 45 m.p.h.	15201—15203	3/9A
360	Brush/Petter (0–6–0)	15004	3/2
800	B.T.H./Paxman	D.8200—D.8243	8/5
800	N.B.L./Paxman	D.8400—D.8409	8/4
900	Clayton/Paxman	D.8500—D.8587	9/18
1000	N.B.L./M.A.N./G.E.C.	D.6100—D.6109	10/4
1000	N.B.L./M.A.N./Voith	D.6300—D.6305	10/4A
1000	E.E./E.E.	D.8000—D.8127	10/3
1100	E.E./Napier	D.5900—D.5909	11/3
1100	N.B.L./M.A.N./G.E.C.	D.6110—D.6137	11/4A
1100	N.B.L./M.A.N./G.E.C. (Continuous Speed Control)	D.6138—D.6157	11/4A
1100	N.B.L./M.A.N./Voith	D.6306—D.6357	11/4
1160	B.R./Sulzer	D.5000—D.5049	11/1
1160	B.R.C.S./Sulzer	D.5300—D.5319	11/6
1160	B.R./Sulzer	D.5050—D.5150	11/1A
1160	B.R.C.S./Sulzer	D.5320—D.5346	11/6A
1200	M.V./Crossley	D.5700—D.5719	12/5
1250	B.R./Sulzer	D.5151—D.5232	12/1
1250	B.R.C.W./Sulzer	D.5347—D.5415	12/6
1250	Brush/Mirrlees	D.5500—D.5519	12/2
1365	Brush/Mirrlees	D.5520—D.5544 D.5546—D.5654 D.5671—D.5699 D.5800—D.5862	13/2
1550	B.R.C.W./Sulzer	D.6500—D.6585	15/6
1550	B.R.C.W./Sulzer (Hastings Line Gauge)	D.6586—D.6597	15/6A
1600	Brush/Mirrlees	D.5545 D.5655—D.5670	16/2
1600	L.M.S./E.E.	10000—10001	16/8
1600	S.R./E.E.	10201—10202	16/9
1700	Beyer Peacock/Maybach	D.7000—D.7094	17/7
1750	E.E./E.E.	D.6700—D.6818	17/3
2000	E.E./E.E.	D.200—D.399	20/3
2000	N.B.L./M.A.N./Voith	D.600—D.604	20/4
2000	S.R./E.E.	10203	20/9
2000	B.R./Maybach/Mekydro	D.800—D.802	20/1
2200	B.R./Maybach/Mekydro	D.803—D.832 D.866—D.870	22/1
2200	N.B.L./M.A.N./Voith	D.833—D.865	22/4
2300	B.R./Sulzer/Crompton Parkinson	D.1, D.3—D.10	23/1

DIESEL LOCOMOTIVE IDENTIFICATION CODE—continued

H.P.	Description	Loco. Nos.	Code
2500	B.R./Sulzer/Crompton Parkinson	D.2, D.11—D.137	25/1
2500	B.R./Sulzer/Brush	D.138—D.193	25/1A
2700	B.R./Maybach/Voith	D.1000—D.1073	27/1
2750	Brush/Sulzer	D.1500—D.1519	27/2
3300	E.E./Napier	D.9000—D.9021	33/3

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS

(Dated October, 1955)

From	To	Description of Train	Proportion of Brakes to be fastened down
PAGE 4. **INSERT:—** (3) Lemington ..	Newburn	Trains of 32xx loaded wagons worked by Class Q7 Engines.	1 double brake for every 4 wagons.
PAGE 9 (35) Hesleden Bank Head	Hart	—	**AMEND** reference to Deaf Hill Colliery Up Advance Signal to read Wingate Station Up Home Signal.
★**AMEND:—** (37) Naworth ..	Carlisle	Class 8 Loaded Mineral or Concentrated Goods Trains worked by Diesel Loco.	1 double brake for every 5 wagons.
		Class 7 and 9 trains. Class 8 loaded mineral on concentrated goods trains worked by steam loco.	It is not necessary to fasten down wagon brakes but the speed must be restricted to **20 m.p.h.** from 48$\frac{1}{8}$ miles at Naworth to 58$\frac{3}{4}$ miles at Durran Hill.
PAGE 10 (37) Naworth to Carlisle continued			
DELETE first paragraph	relating to trains of XX wagons.		
DELETE from end of remaining paragraph	the words "as shown for trains		in the opposite direction."
INSERT:— (38) Southwick Branch	Austin and Pickersgill Sidings	Loaded trains	4 double brakes for every 5 Wagons. Loaded wagons should not exceed equal to 20 ordinary wagons at any one movement.
PAGE 11. **INSERT:—** (48A) Bradley ..	Consett South ..	South coal trains consisting of 35 16-ton loaded wagons.	1 double brake for every 2 wagons from Carr House West to Hownes Gill. Sufficient brakes to be pinned down next to van when propelling from Hownes Gill to Consett South to control speed of train.
★Consett South ..	Lanchester Junction	Loaded Trains	1 double brake for every 4 wagons. **ADD:**—Note to read:—Class 6 loads hauled at Class 8 or 9 speed by Loading Group 6 locos with 30% wagons fitted and controlled from the locomotives are exempt from these special braking instructions.
PAGE 12. **INSERT:—** (48B) New Plate Mill Siding, Consett	Consett South ..	Loaded trains	1 double brake for every 3 wagons.

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS 15th SEPTEMBER, 1952

PAGE 4

★(1) **Grouping of engines for Loading purposes.**

DELETE:—

Note (c) under **"TENDER ENGINES"**

B.R. 9F 2–10–0 locomotives can take one tenth more load than a Class 8 subject to any length limit.

ADD new note (c):—

B.R. 9F 2–10–0 locomotives when working Classes 6, 7 and 8 speed freight trains can take heavier loads than the Group 8 steam locomotive load shown for any route at the corresponding speed, subject to length limit, and the increase should be calculated on the following table:—

Group 8 load H, G, E	Group 9 load **ADD:—**
20 to 29	2
30 to 39	3
40 to 49	4
50 to 59	5
60 to 69	6
70 to 79	7
80 to 89	8
90 to 99	9

INSERT AFTER GROUPING OF ENGINES FOR LOADING PURPOSES

★Also Sectional Loads Books R (Middlesbrough), T (York), U (Sunderland), V (Newcastle), and W (West Riding).

1. **(A) Loading of Main Line Diesel Electric Locomotives:—**

When working unfitted loads or partially fitted loads with diesel electric locomotives, unless special loads are quoted in the Loads Books between specified points at special timings or giving a laid down number of fitted wagons to be connected to the locomotive, the following general instructions must be observed to ensure the diesel locomotive will be capable of bringing the load to a stand within the prescribed braking distance for the section concerned:—

Type 2 Diesel

When working unbraked loads	Group 4
If 2 fully fitted wagons connected to locomotive	Group 5
If 4 fully fitted wagons or a Braking Tender connected to locomotive	Group 6

Type 3 Diesel

When working unbraked loads	Group 5
With Braking Tender connected to locomotive	Group 7

Type 4 Diesel

When working unbraked loads	Group 5
If 4 fully fitted wagons connected to locomotive	Group 8 (provided gradients not more than 1 in. 150 falling).
If 6 fully fitted wagons connected to locomotive	Group 8 (gradients more than 1 in. 150 falling).
With Braking Tender connected to locomotive	Group 8

It is particularly important that Guards and Yard Staff have regard to the limitations of loading which apply to unbraked loads or when less than the stated number of wagons to constitute a fitted head are available.

PAGE 7

★(8) **LENGTH OF TRAINS**

Throughout the Main Line Loads Book, length limits should be amended as necessary to conform to the following:—

Up Trains from	**To**	**Length Limit**
Scottish Region via Berwick	Tyne	55
	Darlington	50
Tyne	Darlington	50
Blaydon	York S.N.S.	65
Forth	York Yard	75
Tyneside Freight Terminal	Dringhouses	70
New Bridge Street	Hull	75
	Normanton	70
	Healey Mills	55
	Note.—Trains via Leamside	60
Tyne	Stockton	60
Tyneside Freight Terminal	Tees	69
Wearmouth	York S.N.S.	65
West Hartlepool	York Yard	75
Via Coast	Dringhouses	70
	Hull	75
	Normanton	70
	Healey Mills	55
Stockton	York S.N.S.	65
Tees	York Yard	75
	Dringhouses	70
	Hull	75
	Normanton	70
	Healey Mills	55
	Neville Hill	75

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS 15th SEPTEMBER, 1952—continued

★(8) LENGTH OF TRAINS—continued

Darlington	York S.N.S.	65	
	York Yard	75	
	Dringhouses	70	
	Hull	75	
	Normanton	70	
	Healey Mills	55	
	Neville Hill	75	
	Doncaster Bank	52	
	Ferme Park	60	(Classes 4 to 6)
	Ferme Park	55	(Classes 7 & 8)
York	Hull	75	
	Normanton	70	
	Healey Mills	55	
	Neville Hill	75	
	Doncaster Bank	52	
	Ferme Park	60	(Classes 4 to 6)
	Ferme Park	55	(Classes 7 & 8)
	King's Cross	50	
	Whitemoor	75	
	Grimsby (via Joan Croft)	75	
	Mexborough	75	
	Wath	75	
	Stainforth	75	
	Annesley	75	

Up Trains from	**To**	**Length Limit**	
Hull	Neville Hill	65	
	Normanton	65	
	Healey Mills	55	
	Stainforth	75	
	Doncaster Bank	52	
	Ferme Park	60	(Classes 4 to 6)
	Ferme Park	55	(Classes 7 & 8)
	Whitemoor	75	
	Colwick	50	
	King's Cross	50	
	Mexborough	75	
	Wath	75	

Down Trains from			
Doncaster Hexthorpe Mexborough Wath	Hull	75	
Doncaster (via Selby or Askern) Mexborough Wath Dearne Junction Healey Mills Normanton Neville Hill Hull	York*	75	

* Trains dealt with at Skelton New Sidings = 65

York Healey Mills Normanton Neville Hill York	Darlington	80	
	Tees	70	
York (Via Coast)	West Hartlepool Wearmouth Tyneside Freight Terminal	55	
York Healey Mills Normanton Darlington (Via Team Valley, Leamside or Coast)	Tyne	55	
Tyne	Tweedmouth	40	
Tyne (via Berwick)	Edinburgh	60	

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS

ALTERATIONS TO WORKING OF ELECTRIC TRAINS ON TYNESIDE ELECTRIFIED LINES—WORKING INSTRUCTIONS (B.R.30100) BOOKLET DATED 1st OCTOBER, 1961.

GENERAL INSTRUCTIONS

PAGE 4.
INSTRUCTION 1.
DELETE:—Newcastle and South Shields branch.

INSTRUCTION 2.
DELETE:—Gateshead Pelaw Jarrow Tyne Dock.

PAGE 5.
DELETE:—heading South Tyneside Area and relevant entries.
Add to:—P.O. Wallsend 623471:—
Newcastle 22291 } Railway Automatic Extension 2340
21072 }
26574 }

PAGE 10.
DELETE:—entries Section Nos. 53 to 62 inclusive.

PAGE 11.
DELETE:—first and second paragraphs.

MANORS NORTH STATION
★**DELETE:**—in lines 3 and 4 the words "Manors North Signal Box" and **SUBSTITUTE** "a switch pillar positioned at the North End of Platform No. 2 under New Bridge Street Bridge".

PAGE 15.
DELETE:—**Pelaw Station** and subsequent paragraph.
Hebburn Station and subsequent paragraph.
Jarrow Station and subsequent paragraph.

PAGE 16.
DELETE:—**Garden Lane (South Shields)** and subsequent paragraph.
South Shields and subsequent paragraphs.

PAGE 21.
INSTRUCTION 8.
INSERT in first line:—after "thirdrail" on North Tyneside.

INSTRUCTION 9.

PAGE 22.
DELETE:—second and third paragraphs.

PAGE 23.
DELETE:—second paragraph.

INSTRUCTION 10.
PAGES 24/25.
DELETE:—entries relative to 1951 stock.

INSTRUCTION 11.
PAGES 29/30.
DELETE:—Clause (b).

INSTRUCTION 14.
PAGE 30.
DELETE:—"or buckeye" from fifth line of penultimate paragraph.

PAGE 31.
DELETE:—final paragraph re 1951 stock.

INSTRUCTION 17.
PAGE 34.
DELETE:—from second paragraph "and to the Station Inspector on Nos. 5 and 6 platforms, Newcastle"
DELETE:—final paragraph re 1951 stock.

PAGE 35.
DELETE:—first, second, third and fourth paragraphs.

PAGE 36.
DELETE:—conclusion of paragraph overleaf and following one.
DELETE:—brackets and words "in the case of 1937 stock" from note.

INSTRUCTION 18.
PAGE 36.
DELETE:—the words "and between Newcastle and Gateshead" from the second line of Clause (a).

Continued from page 37.

INSTRUCTION 30.
PAGE 45.
DELETE:—words "or between the coaches of a two-car unit of the 1951 stock" in second paragraph.

INSTRUCTION 32.
PAGE 47.
DELETE:—words "and in the case of 1937 stock" from the first line and "or in the case of the 1951 stock, locking the reverser in the 'off' position" from the second, third and fourth lines of first paragraph.

INSTRUCTION 33.
PAGE 47.
DELETE:—words "or in case of the 1951 stock locking the reverser in the 'off' position" from the fourth line Clause 1.

INSTRUCTION 38.
PAGE 50.
DELETE:—Gateshead High Street 53, 54 and 53a.
Pelaw 55, 56, 57 and 58.
Harton 59, 60, 61 and 62.

PAGE 51.
DELETE:—third paragraph.

INSTRUCTION 42.
PAGE 55.
DELETE:—**South Tyneside** clause (v).

INSTRUCTION 68
PAGE 71.
Clause (b)
Assistance to Electric Stock by a locomotive.
★**AMEND:**—Emergency rigid couplings are provided at all stations in the electrified area and also at Benton Bank and Benton signal boxes to enable a locomotive to be coupled to electric stock, etc.

Assistance to 1951 Stock by a locomotive.
DELETE:—heading and paragraph.

INSTRUCTION 69.
PAGES 72/73.
DELETE:—first two sentences of first paragraph of Clause (a) and substitute:—
Multiple unit electric stock may be used to assist a disabled electric train subject to the conditions set out below. The units should be joined by the cowhead couplers, or if not practicable, with emergency screw couplings.

PAGE 73.
DELETE:—final paragraph regarding 1951 type electric stock.

PAGE 74.
AMEND:—first sentence of first paragraph of Clause (b) to read:—
1937 type vans may assist trains composed of electric stock.
DELETE:—from third line "1937 type stock".
DELETE:—reference to 1951 stock in fifth and sixth lines. Substitute "the" for "both types of" in following sentence.

INSTRUCTION 72.
PAGE 76.
DELETE:—"and South Shields" from second line of third paragraph and fourth line of fourth paragraph.

A.C. ELECTRIFIED LINES (L.M.R.)
(Working Instruction Booklet dated July, 1960)

★**PAGE 43.**
Instruction No. 40.—DELETE last but one paragraph and **SUBSTITUTE:**—
It is to be particularly noted that the overhead line equipment must not be touched or approached until an assurance has been received from the Electric Control operator that it is safe to do so, except that in the case of electric shock it may be approached to the extent permitted by section "A" of the instructions headed "Treatment for Electric Shock".

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS GLASGOW SUBURBAN ELECTRIFICATION—A.C. ELECTRIFIED LINES—WORKING INSTRUCTIONS—1960 (B.R.29963)

PAGE 102—Instruction 112—ELECTRIC SHOCK FROM OVERHEAD WIRES

Clause (ii)—**ADD:—**

There are two main types of telephone that can be used for this purpose in the electrified areas, namely:—

(a) **Electrification Telephone**

These are described in Instruction 21; they connect the person calling with the **telephone operator** at Cathcart Electric Control Station. The caller should request to be put through to the **Electrical Control Operator** and this request must indicate the urgency of the case. The person contacting the **Electrical Control Operator** must remain listening at the telephone until he has received an assurance that the current has been switched off.

(b) **Signal Post Telephones**

These are generally situated on or near a signal and put the Caller in touch with the **Signalman** operating that signal. In this case the request should be for the Signalman to contact the **Electrical Control Operator** and ask for the power to be switched off. The Signalman should be told briefly what the circumstances are. Here also the person originating the call must remain listening at the telephone ready to receive the assurance from the **Electrical Control Operator** as relayed by the Signalman.

It will generally be quicker to use an Electrification telephone; should this, for any reason, prove difficult or impracticable, a Signal Post Telephone should then be used.

★MANCHESTER—SHEFFIELD—WATH ELECTRIFIED LINES

BOOKLET OF WORKING INSTRUCTIONS, 1954.

SUPPLEMENT No. 1

APPENDIX "D"

INSERT:—DELETE In the column headed Location, above the item 17/04.

LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)

Instruction No. 6—AMEND:—

6. The electric wires through Lancaster (Green Ayre) Station, Lancaster (Castle) Station, Heysham Station and at all overbridges are lower and nearer to the sides of the trains than on other portions of the Electrified sections, and great care must be exercised accordingly.

Instruction No. 10.—AMEND reference to "District Controller" to read "Line Traffic Officer (Operating), Manchester" **DELETE** the words "at night and on Sundays" shown in the sixth line.

Instruction No. 11.—AMEND:—

Water must not be supplied to cisterns of carriage lavatories etc., on any electrified line. Such work is, however, permissible on platforms Nos. 1 and 2 at Heysham provided the switch referred to in instruction No. 21 has been appropriately operated to the **SAFE** position.

Instruction No. 12—second paragraph.—**AMEND:—**

At Morecambe (Promenade) Station duly authorised men may get upon the roofs of motor vehicles standing upon No. 5 siding for the purpose of attending to the apparatus on the roofs, but before doing so they must first cut off the electricity from the wire over that siding, and then earth the wire by means of the appropriate isolating and earthing switch. The switch in connection with No. 5 siding must only be used by these authorised men of the Electrical Department and the regular and spare electric train Drivers, and the keys for this switch are in the Driver's cabin.

Instruction No. 14.—AMEND:—

14. In an emergency, any member of the Staff may ask for electricity to be cut off; this can be done on telephone demand to the Signalman at Lancaster (Green Ayre).

The person making the request must:—

(i) State his Name, Grade and Station.
(ii) Where speaking from.
(iii) Reason for the isolation.
(iv) Line or lines affected.
(v) Stay at the telephone until assured that the electricity has been cut off.

Switches are also provided for the purpose of cutting off the electricity at:—

Lancaster (Green Ayre) near signal box on Down platform.
Morecambe (Promenade), near the terminal end of platforms Nos. 3 and 4.
Heysham, at Morecambe end of platform No. 2.

These switches must only be used by the Station Master or deputy at Lancaster (Green Ayre), Morecambe (Promenade) or Heysham. Any person becoming aware of an unusual occurrence which may make it desirable for the electricity to be cut off, must at once communicate with one of the persons enumerated above, or direct with the Signalman at Lancaster (Green Ayre), whichever is the quicker.

In cases of great emergency the above switches may be used without first telephoning the Signalman at Lancaster (Green Ayre) asking for the electricity to be cut off, but in this event the Signalman must be telephoned immediately afterwards.

In addition to the above there is an isolating and earthing switch near Lancaster (Castle) No. 4 box Down Home from Branch signal, worked by a lever in that box. This switch cuts off electricity on the Lancaster (Castle) station side of the switch only, and may be operated by the Signalman at Lancaster (Castle) No. 4 box as required.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet Dated March, 1937—continued)

Instruction No. 15.—AMEND:—

15. Except for the switch near Lancaster (Castle) No. 4 box, the switch operating rods are secured by padlock, the keys for which are kept at Lancaster (Green Ayre) box, Morecambe (Promenade) Foreman's Office and the Telegraph Office at Heysham. The boxes in which these keys are kept must be locked so that they can only be obtained by breaking the glass front of the box. The key of the box is kept by the Electrical Department staff.

Instruction No. 16.—AMEND:—

16. If it is necessary for the Station Master or his deputy at Morecambe (Promenade), Lancaster (Green Ayre) or Heysham to operate these switches, he must immediately telephone the Signalman at Lancaster (Green Ayre) and ask for the electricity to be cut off, and after assurance has been given that this has been done, break the glass front of the switch key box, obtain the key, unlock the padlock, push up the switch handle and lock it on the top eyebolt, and inform the Signalman at Lancaster (Green Ayre) that this has been done. This will prevent the electricity being applied until the switch handle has been returned to the bottom eyebolt, which must only be done by the Electrical Department representative. The person using the switch must hand the key of the padlock to the Electrical Department representative, who must, when the switch handle has been returned to the normal position, put a new glass in the front of the box and lock the switch key therein.

Instruction No. 17.—AMEND:—

17. Should it be necessary to cut off the electricity from the Castle Branch, the Signalman at Lancaster (Green Ayre) must be communicated with, and he must immediately arrange for the switch on gantry No. 3 at the Green Ayre end of the Castle Branch to be opened.

Instruction No. 18.—AMEND:—

18. Should it have been necessary for the electricity to be cut off from the overhead line in an emergency, the Signalman at Lancaster (Green Ayre) must inform the Sub-station at Heysham immediately of the circumstances.

Instruction No. 19.—AMEND:—

19. The Signalman at Lancaster (Castle) No. 4 box may cut off the electricity on the Lancaster (Castle) side of the switch by means of the lever in the box without communicating with the Signalman at Lancaster (Green Ayre), but should he find it necessary to cut off the electricity owing to any unusual circumstances he must immediately advise the Signalman at Lancaster (Green Ayre) who must immediately advise the Heysham Sub-station.

Instruction No. 21.—AMEND references to gantry 183 T.H. to read gantry 185.

Instruction No. 22.—AMEND:—

22. In the event of anything occurring at any point to necessitate electricity being cut off other than at Morecambe (Promenade), Heysham or Lancaster Stations, a telephone message must be sent from the nearest signal box or isolation telephone (see Instruction 29) to the Signalman at Lancaster (Green Ayre) asking for this to be done.

Instruction No. 23.—AMEND:—

23. All telegraph and telephone messages for the Electrical Department representative must be sent to the Heysham Sub-station (Telephone Extension 8 Heysham Harbour, L.M.R. Exchange).

Instruction No. 24.—AMEND reference to "Divisional Superintendent of Operation, Derby" to read "Line Traffic Officer (Operating), Manchester".

AMEND reference to gantry 183 T.H. to read gantry 185.

Instruction No. 25.—DELETE.

Instruction No. 26.—DELETE.

Instruction No. 27.—AMEND:—

The destination indicators at both ends of trains must be illuminated after sunset, during fog and falling snow.

The two top white lights only must be used for displaying the head-code at the leading end of trains and the following code must be exhibited after sunset, during fog and falling snow:—

Loaded electric trains all routes—Top right-hand light in the direction of travel.

Empty electric trains all routes—Two top lights.

Each train must display one electric tail light at all times when on any running line, and the Driver must see the proper head light code is exhibited and that the electric head and tail lights and destination indicators are altered and illuminated as necessary.

An oil lamp cleaned and trimmed ready for use must be carried in the Guard's compartment, and the Guard will be responsible for the fixing of an oil tail lamp when the train is stabled, also in an emergency on any running line in the event of failure of the electric tail light.

Instruction No. 28.—AMEND:—

28. The conveyance of Horse Boxes, Parcels vans, etc., on electric trains is prohibited.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet Dated March, 1937—continued)

Instruction No. 29.—AMEND:—

29. Isolation Telephones.—A special telephone circuit is provided between Lancaster (Green Ayre) signal box and each signal box, passenger station, various line side locations and other points on the electrified lines as shown below. The position of the telephones on this circuit is indicated by the words "ISOLATION TELEPHONE" mounted on the cupboard.

ISOLATION TELEPHONES must only be used for isolation or emergency purposes.

Location of Isolation Telephones.

Heysham Sub-station (Outdoor Machinery Services).
Heysham Station Platform No. 2 (outside Telegraph Office).
Heysham Station signal box.
Heysham Harbour Junction signal box.
Structure No. 134 (Up side).
Moss Sidings signal box.
Structure No. 110 (Up side).
Structure No. 90 (Up side).
Structure No. 69 (Up side).
Structure No. 51 (Up side).
Torrisholme No. 2 signal box.
Morecambe (Promenade) Station signal box.
Morecambe (Promenade) Station Platform Nos. 3 and 4 (on Structure No. 177).
Torrisholme Junction No. 1 signal box.
Structure No. 111 (Down side).
Structure No. 91 (Down side).
Scale Hall (Down side) between Structures X38 and X40.
260¾ mile post (Down side).
Structure No. 34 (Down side).
Lancaster (Green Ayre) signal box.
Lancaster (Green Ayre) Station Up Platform (near Inspector's Office)
Lancaster (Castle) No. 3 signal box.
Lancaster (Castle) No. 4 signal box.
Lancaster (Castle) Station Platform No. 6 (near stairs).

Instruction No. 34.—AMEND:—

34. A Driver is absolutely forbidden to leave his train without:—

(*a*) Removing master control key, thus ensuring that the power equipment on the train is switched off.

(*b*) Putting hand brake hard on.

Instruction No. 35.—AMEND reference to "reversing key and control key" to read "master control key".

Instruction No. 38, clause (*c*)—**AMEND** reference to "Rule 148 (e)" to read "Rules 117 and 148 (e)".

Instruction No. 39.—AMEND:—

39. If an electric train fails and requires assistance from another train at the rear, the Motorman of the disabled train must hand his master control key to the Motorman or Driver of the assisting train, and ride in the leading cab of the disabled train.

If the assisting train is an electric train, the Guard of the disabled train must ride with the Motorman of the assisting train and help him in observing all signals, including the front Motorman's hand signals.

If the failure is electrical, the appropriate jumpers must not be connected between the two trains. If it is a brake failure or the assisting train is a steam train, the brake hoses between the two trains must not be coupled.

An electric train must not be used to assist a disabled steam train.

Instruction No. 44.—AMEND item 1:—

1. Remove master control key.

DELETE Item 2.

Items 3, 4 and 5 renumbered 2, 3 and 4 respectively.

Instruction No. 47.—AMEND:—

47. Guards working electric trains will be required to undertake the following duties:—

(*a*) Operation of lighting switches.

(*b*) Operation of continuous and hand brakes in emergency from a driving cab.

(*c*) Coupling and uncoupling of jumpers, brake hoses and mechanical couplings between vehicles in emergency.

Instruction No. 50.—AMEND reference to page 97 of the Rule Book to read "page 59 of the Rule Book".

INSERT:—Instruction No. 50A.—

The following code of bell signals must be used between Guard and Motorman:—

1. Stop.
2. Start.
3. Set-back.
4. Shut-off power when propelling.
5. Draw forward to stopping mark.
6. Guard leaving train to protect in accordance with rules.

3–3. Guard when required by Motorman.

Instruction No. 51.—clause (*a*)—**AMEND** reference to "the attendant at Heysham Sub-station" to read "the Signalman at Lancaster (Green Ayre)".

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet dated March, 1937)—continued

Instruction No. 53.—AMEND second paragraph:—

Chemical fire extinguishers are provided in the driving cabs of the motor cars, driving trailers, and luggage compartments.

The gas given off by the fire extinguisher in the driving cab is very dangerous and such extinguishers must not be used in a confined space. The fire extinguisher in the Guard's compartment must not be used on or near electrical equipment which may be alive. Water must not be used to extinguish fires on or near electrical equipment which may be alive.

DELETE:—Instructions Nos. 54 and 61.

INSERT:—Instruction No. 63A:—

Before exterior cleaning of motor coaches is commenced the person in charge must ensure that the pantograph is DOWN and in addition to the normal protection of a red flag or lamp special boards inscribed "CLEANERS AT WORK ON MOTOR COACH—PANTOGRAPH MUST NOT BE RAISED" must be placed on the cab door handles of the Motorman's compartment.

Any person who may be in the Motorman's compartment must in addition be handed one of these special boards and be instructed to place the notice on the handle of the controller in the train concerned.

Outside cleaning of any coach above cantrail level (i.e., the connecting strip between side panels and roof) is dangerous and strictly forbidden except where the overhead contact wire has been made dead and earthed in accordance with the appropriate instructions.

INSERT:—Instructions Nos. 67–70—General Regulations for working the Westinghouse Automatic Brake on Electric Trains.

67. (*a*) Compressed air is the power employed to work the brake, which is automatic; that is, it applies itself in the case of a break-loose or failure of any vital part.

(*b*) The pressure in the main reservoir must be kept to 90 lb. per square inch, and in the train pipe to a pressure of 70 lb. per square inch. Each motor and driving trailer car is provided with a gauge having a red and a black hand. The red hand shows the pressure in the main reservoir, and the black hand the pressure in the train pipe.

(*c*) A "Dead Man's" handle valve is fitted to operate in the driving handle of the master controller, so that, should the Driver release his grip, the brakes will be applied and the control current cut off.

(*d*) **Defective "Dead Man's" handle or emergency valve:—**

Should the "Dead Man's" handle or emergency valve become inoperative, the Guard must ride with the Driver until another man can be provided for the purpose or have the defect remedied. The defect must be reported to the Mechanical & Electrical Engineering Department at once.

Isolation of emergency valve when coasting.—The "Dead Man's" handle which is fitted to the Controller and which provides for automatic action of the brakes in cases of emergency must always be kept operative when the train is in motion.

Under no circumstances must the reverser key be placed in the "Off" position when the train is coasting.

68 (*a*). Drivers must satisfy themselves that the Westinghouse air brake is in proper working order before starting, and at each station where any vehicle is attached or detached. It must also be tested before descending steep inclines, in order that the speed of the train may be reduced as necessary. The Driver of a train running direct or backing into a platform with buffer stops at the end, or to a platform where another train is standing, must do so cautiously and, at a proper distance from the place where the train has to come to a stand, must test the Westinghouse brake and then run forward at such a speed as to enable him to stop the train at the proper place.

(*b*) Unless the Westinghouse brake is working properly when thus tried, the Driver must whistle for the Guard's attention, stop the train and inform the Guard that the Westinghouse brake is out of order, and that the hand brake must be relied upon for working the train. The train must then be worked forward at reduced speed under the control of the hand brakes and special care must be taken in approaching stations at which the train has to stop.

(*c*) Should the Driver discover any defect in the working of the brake which would render it ineffective, he must, as soon as possible, give the Guard notice, and arrange with him as to the use of the hand brake if necessary.

(*d*) The brake must be applied with great care, so as to bring the train to a stand without rebounding or otherwise causing inconvenience to the passengers. For ordinary stops the valve should be opened, and again closed gently when the pressure has been reduced by about 5 to 8 lb.

(*e*) The Driver on finding that the brake has been applied by the Guard, or automatically, must at once assist in stopping the train by an ordinary brake application.

(*f*) Should a Driver find that his train is being retarded by the brake blocks not being off, he must stop, under fixed signal protection if practicable, and properly release the brakes.

(*g*) When changing ends the Driver must close the brake valve isolating cock and then make an emergency application of the brakes when the train is at rest, before putting his brake handle to the release position.

(*h*) The Driver must ascertain that the brake hose couplings are connected and the cocks in the brake pipes are in the correct position throughout the train:—

(i) Before leaving the stabling point.

(ii) When another set of coaches has been detached or attached.

(*i*) Drivers will be responsible for working the hand brakes in their compartments.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)—continued

69 (*a*). When a train has been standing at a terminal station more than 10 minutes the Guard must see that the proper train pipe pressure is registered on the gauge in the Guard's compartment before giving the signal to start.

(*b*) Before leaving a stabling point or when a vehicle or vehicles are attached a test must be made by operating the brake valve in the rear vehicle on the train and reducing the pressure in the gauge by 20 lb., which will apply the brakes. The pressure in the gauge will, on closing the brake valve isolating cock, begin to rise, and the signal to start must not be given until the gauge shows 65 lb.

The Guard must enter the rear driving cab for the purpose of making the test, which must be made after the Driver has completed his preparation of the train and whilst the Driver is in the leading driving cab with the brake valve isolating cock open in that cab.

(*c*) If the Guard, upon making the test, finds that the pressure does not rise, the brake connection is interrupted, and he must not permit the train to be started until a search has been made to find the cause of the interruption.

(*d*) When a Guard has occasion to apply the brake he must open the cock and allow the air to escape until the train is brought to a standstill, but he should only use the brake in case of emergency.

If a train fails to stop at a station at which it is booked to call or runs in any way irregularly, the Guard must at once take steps to bring the train to a stand and ascertain if all is well with the Driver in charge. In these circumstances, unless the Guard has reason to consider an emergency application of the brake is necessary, he must apply the air brake by partially opening the emergency valve in the Guard's compartment until the pressure has been reduced by about 5 to 8 lb., or until speed is so reduced that he is satisfied the Driver has become aware that the train is required to stop.

(*e*) In the case of a train becoming divided, the Guard must put the hand brake hard on before going back to protect his train.

70 (*a*). The Driver and Guard must report any defect or irregularity at the next stopping place and the station staff must immediately advise the Mechanical & Electrical Engineering Department.

(*b*) The brake on each vehicle can be released by opening the release valve on the pipes leading to the brake cylinders. This is done by means of the release cord or wire which is to be found under the body of the vehicles, about the centre of the frame. The valves close themselves by the cord or wire being allowed to go free.

(*c*) No unauthorised person must interfere with any of the cocks or valves on the train.

MISCELLANEOUS INSTRUCTIONS

WARNING

SPECIAL ATTENTION IS DRAWN TO
THE FOLLOWING

EUSTON - MANCHESTER - LIVERPOOL ELECTRIFICATION

UNTIL FURTHER NOTICE THE OVERHEAD EQUIPMENT ON ANY LINES OR SIDINGS BETWEEN THE PLACES SPECIFIED BELOW WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED **"ALIVE"** AT ALL TIMES:—

BETWEEN		
EUSTON—LIVERPOOL LINE		
BETLEY ROAD Structure No. G154/16	AND	LIVERPOOL LIME STREET Structure No. L193/142
Including:— WIDNES BRANCH (Fast Lines) to Structures Nos. DS182/01 and 02 WIDNES BRANCH (Slow Lines) to Structure No. L182/21 FORD SIDINGS (Between Ditton Junction and Speke Junction) Structure No. L.184/32 AND Structures Nos. L.185/08, LX.185/12, LX.185/02 and LX.184/01		
MANCHESTER LINE (from Edge Hill) to Structures Nos. LM.02/34, 35, 36 and 37		
WAPPING GOODS LINES to Structures No. L.192/33 and 37		
CREWE—MANCHESTER LINE		
CREWE NORTH JUNCTION	AND	MANCHESTER (PICCADILLY) Structure No. M.188/96
Including:— STALYBRIDGE BRANCH to Structure No. M.183/76		
MANCHESTER (PICCADILLY)	AND	OXFORD ROAD STATION Structure No. M.189/30

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued

CREWE—MANCHESTER, LONDON ROAD

UNTIL FURTHER NOTICE THE OVERHEAD LINE EQUIPMENT ON ANY LINES OR SIDINGS BETWEEN THE PLACES SPECIFIED BELOW WILL BE ENERGISED AT 25.000 VOLTS AND MUST BE REGARDED AS BEING **"ALIVE"** AT ALL TIMES:—

WEAVER JUNCTION and EDGE HILL

WEAVER JUNCTION	FROM STRUCTURE No. G.174/10	AT Weaver Junction.
AND		
EDGE HILL	TO STRUCTURE No. L.191/68	APPROXIMATELY 120 yards on Crewe side of Down Fast Signal No. EH.49.
Including:—		
Widnes Branch (fast lines)	FROM STRUCTURE Nos. DS.182/01 and /02	APPROXIMATELY 340 yards on Liverpool side of Down Fast Signal No. WS.4.
Widnes Branch (slow lines)	FROM STRUCTURE No. L.182/21	APPROXIMATELY 110 yards on Liverpool side of Down Slow Signal No. DNI.10.

WEAVER JUNCTION and EDGE HILL No. 3

FORD SIDINGS	TO STRUCTURES Nos. L.185/08, LX.184/01, LX.185/12 and LX.185/02	Adjacent to Liverpool side of Bridge No. 11.

including all lines and sidings equipped with overhead line equipment between the above limits.

CREWE (NORTH JUNCTION) and MANCHESTER (LONDON ROAD)

CREWE NORTH JUNCTION	FROM STRUCTURE No. G.158/111	AT Crewe North Junction signal box.
AND		
MANCHESTER LONDON ROAD	TO STRUCTURE No. M. 188/96	APPROXIMATELY 370 yards North of London Road signal box.
Including:—		
GUIDE BRIDGE BRANCH	TO STRUCTURE No. M.183/76	AT Bridge No. 1.

MANCHESTER (LONDON ROAD) and ALTRINCHAM (SOUTH)

LONDON ROAD STATION	FROM STRUCTURE No. M.188/40	APPROXIMATELY 70 yards on the Crewe side of London Road signal box.
AND		
OXFORD ROAD STATION	TO STRUCTURE No. M.189/30	APPROXIMATELY 300 yards in advance of the Oxford Road Up Home 1 signal.

ALLERTON DEPOT and FORMER C.L.C. LINES

ALLERTON JUNCTION	STRUCTURE No. L.187/39	APPROXIMATELY 10 yards on Crewe side of Up Fast signal No. AN.33.
AND		
HUNTS CROSS	TO STRUCTURE Nos. LM.06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station platform.
Including:—		
All Allerton District Electric Depot Area, Carriage Sidings and Goods Lines		
Former C.L.C. Main Line	FROM STRUCTURE Nos. LM.05/01 and LM.05/02	APPROXIMATELY 300 yards on Manchester side of Hunts Cross West Up Distant No. 1 signal.
	TO STRUCTURE Nos. LM. 06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station Platform.

KENYON JUNCTION AND LIVERPOOL LIME STREET

OLIVE MOUNT JUNCTION SIGNAL BOX	FROM STRUCTURE Nos. LM.03/34, 35, 36 and 37	APPROXIMATELY 150 yards on Liverpool side of signals Nos. EH.33 and 34.
AND		
LIVERPOOL LIME STREET	TO STRUCTURE No. L.193/142	Adjacent to buffer stops, platforms 8 and 9.
Including:—		
ENGINE SHED JUNCTION	FROM STRUCTURE No. WW.00/29	Adjacent to Engine Shed Junction Box.
AND		
EDGE HILL CARRIAGE SHED (VIA WAPPING GOODS LINES)	TO STRUCTURES Nos. L.192/33 and 37	Adjacent to face of Engine House.

OTHER SECTIONS OF THE OVERHEAD LINE EQUIPMENT WILL BE MADE **"ALIVE"** FROM TIME TO TIME AND ADVICE AS TO THE SECTION CONCERNED WILL APPEAR IN THE WEEKLY NOTICE.

THE SPECIAL ATTENTION OF ALL LOCAL STAFF IS DRAWN TO THE INSTRUCTIONS SET OUT IN THE WORKING INSTRUCTIONS BOOKLET REGARDING THE SAFETY PRECAUTIONS TO BE TAKEN WHEN WORKING ON THE ELECTRIFIED LINES. FOR GUIDANCE OF OTHER STAFF THE FOLLOWING INSTRUCTIONS MUST BE OBSERVED.

All electrical equipment between the limits specified above must be regarded as being "alive" at all times and consequently dangerous to human life, except in cases where the electrical equipment has been isolated and earthed and a "Permit to Work" has been issued by the Electric Control Operator. It is extremely dangerous to make contact with, or to be in close proximity to, live electrical equipment. Similarly, it is extremely dangerous to allow any object to come into contact with, or to come into close proximity to, live electrical equipment.

The overhead line equipment, bare feeders, attachments and supporting wires, have no protective covering, and are, therefore, extremely dangerous to touch, or to come into close proximity to, either directly by any part of the human body, or by any article which is being carried.

WORK AT 9 FT. 0 INS. OR MORE AWAY FROM THE NEAREST "LIVE" EQUIPMENT MAY BE SAFELY CARRIED OUT WITHOUT A "PERMIT TO WORK" PROVIDING THAT ALL PARTS OF THE PERSON CARRYING OUT THE WORK, AND ALL THE TOOLS, ETC., ARE ALSO 9 FT. 0 INS. OR MORE AWAY FROM THE NEAREST "LIVE" EQUIPMENT.

ANY PROPOSED WORK THAT MAY BRING A PERSON OR PART OF A PERSON OR TOOLS, ETC. WITHIN A DISTANCE OF 9 FT. 0 INS. FROM THE NEAREST "LIVE" EQUIPMENT MUST BE NOTIFIED TO THE ELECTRIC CONTROL OPERATOR AT THE TIME WHEN THE WORK IS BEING PLANNED. DEPENDING ON THE CIRCUMSTANCES IN EACH CASE THE ELECTRIC CONTROL OPERATOR WILL, IF NECESSARY, MAKE ARRANGEMENTS FOR THE SECTION OR SECTIONS OF OVERHEAD LINE EQUIPMENT CONCERNED TO BE ISOLATED AND EARTHED AND FOR A "PERMIT TO WORK" TO BE ISSUED.

On no account must broken or displaced wires connected with the overhead line equipment be approached or touched except when authorised by the Electric Control Operator.

Electricity after leaving the equipment on the trains and reaching the running rails is not dangerous to life.

Reporting to the Electric Control Operator

When it is necessary to report to the Electric Control Operator on any matter relating to the A.C. Electrified Lines and in accordance with these instructions, this should be done by contacting Crewe Electric Control Room:—

1. By using one of the Electrification Telephones, which are situated at intervals along the lineside, at stations, signal boxes and adjacent to Feeder-Stations and Track Section Cabins. These Telephones are indicated by a plate showing an outline of a telephone in red on a white background together with the word, 'Electrification' also in red: or
2. Through the Crewe telephone exchange at Mercury House (G.P.O. number, Crewe 55123), extension 2680: 2681: 2682: 2683: or 2684: or
3. By G.P.O. exchange direct, telephone number Crewe 55582.

Reporting to the C.M. & E.E. Electric Traction Engineer (Liverpool).

When it is necessary to report to the C.M. & E.E. Electric Traction Engineer on any matter in accordance with these instructions this should be done:—

1. By using one of the electrification telephones which are situated at intervals along the lineside at stations, signal boxes and adjacent to T.S.C's. and Feeder Stations to contact Speke Feeder Station.
2. Through the Lime Street Telephone Exchange (Royal 8292) extension 276.
3. By G.P.O. Direct Telephone Number (Hunt's Cross 3347).

Removal of Article from the Overhead Line

Objects such as string, rope or wire and the like MUST NOT BE REMOVED from the overhead line equipment, NOR MUST THEY BE APPROACHED, but must be reported immediately to the Electric Control Operator, who will arrange for their removal.

Electric Shock

Instructions for dealing with cases of electric shock have been issued for exhibition at each Station, Signal Box, Lengthmen's Cabin, etc. on the line, and staff normally working on the line must make themselves familiar with these instructions.

Procedure in case of fire

Any outbreaks of fire adjacent to, or upon, the electrified lines which affect cables or other electrical equipment, must be reported immediately to the Electric Control Operator.

In reporting fire, care must be taken to state the exact location and which line or lines are affected.

Immediate measures must be taken to extinguish fires likely to affect cables or other electrical equipment, and the occurrence must be reported to the Electric Control Operator. In addition, the existing procedure, as far as applicable, quoted in the General Appendix to the Working Timetable and the Fire Manual should be observed, and the local instructions regarding procedure in case of fire, embodied in the Local Information Card should be carried out.

Dry sand or earth is suitable for extinguishing fires, but water must **not** be used until the electricity has been switched off; even then water should not be used if other means of extinguishing the fire are available.

Steam engines, diesel locos, and M.U. trains standing under electrical equipment

Drivers of steam trains, diesel locos. and M.U. trains, when coming to a stand, should, as far as possible, avoid stopping the engine with the chimney or exhausts underneath section insulators or structures to avoid damage to this equipment.

Use of Fire-Irons or Steam Lances, etc.

It is forbidden to use all forms of fire-irons or the slaker pipe whilst on the electrified lines.

When steam locomotives are in the vicinity of electrified lines but on unwired lines these tools may be used providing the locomotive crews have taken care to ensure that it is safe to do so. If the slaker pipe is used in these situations the jet of water must not be directed outside the tender or above the locomotive cab.

It is forbidden to use a steam lance whilst on the electrified lines.

Climbing on engines or tenders

It is forbidden to climb above the cab floor level on locomotives or tenders for any purpose whilst within the electrified area, except on unwired lines where there is no overhead line equipment above or within reach of the vehicle and except when the overhead line has been isolated and earthed.

All concerned must exercise special care not to touch or to come into close proximity to the overhead line equipment.

It is forbidden to climb upon the roofs of vehicles or platforms of inspection vehicles or upon the steps giving access to the roof or platform of any vehicle on a running line, siding, or portion thereof, provided with overhead line equipment unless the overhead line equipment has first been isolated and earthed.

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued
CREWE—MANCHESTER, LONDON ROAD—continued

Work adjacent to the overhead line equipment

Persons working adjacent to the overhead line equipment shall take special care when carrying out work of the following nature:—

(a) Attending signal lamps.

(b) Oiling, washing, painting, repairing, inspecting or carrying out work of any kind on lighting standards, signals, signal gantries, water columns, signal boxes, station roofs, buildings, bridges, tunnels and other structures.

(c) Carrying or using paint, water or other liquids in positions where they are liable to be thrown, to fall or to be projected upon the overhead line equipment or connections.

(d) Carrying or using materials such as rope, wire, measuring tapes or other objects.

(e) Carrying or using pipes, rods, poles, ladders, brooms, mops or similar articles.

Portable ladders which are used on and about electrified lines must be of wooden (or other approved non-conducting material) construction and not reinforced by metal attachments running along the sides of the ladders, Even such a ladder does not provide protection for a person if the ladder should inadvertently come into contact with or close proximity to the live overhead line equipment.

(f) Loading or unloading vehicles, or carrying out work which involves standing on the floor or upon the load of open wagons, particularly where the height of the overhead line equipment is at, or near, the minimum.

Notices are exhibited defining the limits of loading and unloading in certain yards and sidings.

(g) Repairing and maintaining of vehicles.

(h) Work requiring staff to go on roofs of vehicles. (See also instruction above.)

(i) Renewing or repairing gas, water, or other metal pipe mains, both above ground or buried alongside electrified lines. When carrying out such work it is necessary to take the precaution of connecting a temporary electrical continuity jumper cable across any gap in the pipe before the pipe is cut. The jumper must be left in position until the pipe is again complete.

When necessary the overhead line equipment must be isolated and earthed.

The Electric Traction Engineer must be consulted when programming the work.

Guards or Shunters must not raise their shunting poles in such a manner that the poles may be liable to come into contact with or to come into close proximity to the overhead line equipment.

Use of Cranes, etc.

Whenever a crane has to be used on or near to the electrified lines, arrangements must be made with the Electric Control Operator for switching off the electricity and ensuring that the overhead line equipment has been isolated and earthed.

Whenever possible, work should be carried out without interfering with the overhead line equipment, and this equipment shall only be adjusted or removed by the Electric Traction Engineer's authorised staff.

Work which necessitates switching off the electricity, shall not commence until the equipment has been isolated and earthed.

Even though the electricity may have been switched off, the utmost care must be exercised to ensure that damage is not caused to the overhead line equipment, connections, or supports.

Adherence to loading gauge.

At some points, the overhead line conductors are only a very short distance clear of the maximum dimensions of a carriage or wagon load, and to prevent damage to the overhead line equipment and to vehicles or their loads by coming into contact with the conductors, **it is absolutely necessary that the loading gauge be strictly adhered to.**

Wagon Sheets.

Great care must be exercised in securing sheets on wagons routed over the electrified lines, so as to prevent the sheets being raised by the wind. Sheet strings must not be allowed to hang loosely.

★MODIFICATION OF STANDARD RULES APPLICABLE TO THE UNDERMENTIONED SECTIONS OF LINE WHERE MULTIPLE-ASPECT COLOUR LIGHT SIGNALLING WITH CONTINUOUS TRACK CIRCUITING IS PROVIDED

Sections of Line concerned.

Between Manchester London Road and Heaton Norris Junction.
Between Wavertree Junction and Woodside Siding (exclusive).
Between Carlisle No. 3 and Gretna Junction.
Between Carlisle, Canal Junction and Carlisle Kingmoor (North British Goods lines)
Between Carlisle Kingmoor, Down Tower and Carlisle Canal Junction (North British departure line)

General

The definition of "Station Limits" as shown on page 61 of the B.R. General Appendix will not be applicable at signal boxes on these sections of line.

The area encompassed by the following points may be treated as "Station Limits" at the locations shown:—

Line	Between
Sandbach	
Down Slow and "Up and Down" Goods	Signal SH.51 and "Up and Down" (Middlewich) Branch line.
"Up and Down" Platform and Up Slow	"Up and Down" (Middlewich) Branch and Signal SH.54.
Down Fast	Signals SH.52 and SH.16.
Up Fast	Signals SH.17 and SH.55.
"Up and Down" (Middlewich) Branch	Down Main line and Signal SH.24.
Up (Middlewich) Branch	Signal SH.25 and Up Main line.
Up Branch (to Elton Crossing)	Up Main line and Signal SH.46.
Down Branch (from Elton Crossing)	Signal SH.47 and Down Main line.
Carlisle, Kingmoor	
Down Main	Signals K.R.2 and K.R.34
Up Main	,, K.R.41 and K.R.4
Down Goods	,, K.R.1 and K.R.19
Up Goods	,, K.R.40 and K.R.3
Gretna Junction	
Down Main	Signals G.A.23 and { G.A.21 (Main) / G.A.15 (Branch)
Up Main	,, G.A.8 (Main) } and G.A.204 / ,, G.A.5 (Branch) } / ,, G.A.101 (Up Single Goods) and G.A.204

continued—

Rules 37 and 38—Modified—

Except as provided in Rule 55, clauses (h) (i) and (h) (ii), a Driver must not pass a signal at danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, Handsignalman acting on the Signalman's instruction, or Pilotman.

Rule 136 (b)—Modified—

Should the whole of a train over-run a station platform, it must not be set back without the permission of the Signalman and then only when considered absolutely necessary by the District Control Room. After the train has come to a stand, the Signalman must be informed where the train is standing by means of the nearest available telephone. When the telephone is a signal post telephone, but does not apply to the line on which the train is standing, the Signalman must be advised accordingly.

Rule 149—Modified—

Exception (i)—The authority to propel trains within Station Limits will not apply, except in cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions.

Rule 153 (a)—Modified—

A freight train must not be run on any running line without a brake van in rear, unless specially authorised or as shown below.

In cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions, a freight train may be run within that area without brake van in rear. The person in charge of the movement must immediately inform the Signalman by the most expeditious means in the event of anything untoward happening to the movement or should any vehicle become detached.

Rules 178 and 179—Modified—

When protecting his train in rear the Guard must carry out the provisions of Rule (179) (j) except that it will not be necessary to go beyond the next stop signal in rear although this signal is exhibiting a Proceed aspect providing this applies to an unobstructed route.

Should the Guard arrive at junction points before reaching the signal he must place three detonators ahead of the junction points so that trains proceeding over the unobstructed route do not pass over them. The Guard must then continue to the signal and communicate with the Signalman.

Rule 182—Modified—

The exhibition of a green hand signal waved slowly from side to side will only indicate to a Driver that his train is divided and will not authorise him to pass a signal at Danger.

Rules 183 and 184—Modified—

Wrong Line Order Form "D" (Yellow) will not apply. Wrong Line Order Forms "A" (Pink) and "B" (Green) will apply for a movement from the signal next ahead of where the train or portion of a train is standing. When Wrong Line Order Form "A" or "B" is used in these circumstances the heading must be amended to read "Guard to Driver of Assisting Engine" or "Driver to Driver of Assisting Engine" as the case may be.

The Guard after protecting his train when Form "A" is used, and the Driver or Fireman when Form "B" is used, must proceed to the stop signal next ahead of the disabled train to deliver the Wrong Line Order Form to the Driver of the assisting engine and accompany it to the disabled train. When proceeding forward, the Driver, Fireman or Guard must protect the disabled train as shown in the third paragraph of Rule 183 clause (g) and, in addition, must place one detonator on the line at the signal ahead.

Clause 3 of the Instructions headed "Station Limits" in the B.R. General Appendix will apply except that in the foregoing circumstances:—

(a) the Signalman's permission to return in the wrong direction will extend to the signal next ahead of where the train or portion of a train is standing;

(b) should it be necessary to make a wrong line movement between two signals controlled from different signal boxes the Signalman in advance must not authorise the movement until he has reached a clear understanding with the Signalman in rear.

Before giving authority for a wrong line movement to be made the Signalman must advise the Driver of any catch points, spring or unworked trailing points in the line concerned.

Rules 189—208

These rules must be observed, so far as they can be applied, together with the following additions and modifications—

General

Where for the purpose of single line working crossover roads operated by ground frame are used, the man appointed to take charge of the working at each ground frame must, for the purpose of these Rules, be regarded as a Signalman and the ground frame as a signal box.

continued—

Rule 194. Clause (c)
Will not apply.

Rules 197 and 200—Superseded by—

Clause (a)—

The following signals must be kept at Danger and the arrangements which must be made to enable trains to be worked past these signals are detailed below:—

1. The signal immediately controlling the entrance to the single line for trains travelling in the right direction (signal No. 8 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at the signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Pilotman to permit the train to pass the signal at Danger or by the Signalman when necessary in connection with clause (b) of Rule 192.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

2. When the signal referred to in (1) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the single line when authorised by the Signalman.

3. The signal controlling the entrance to the obstructed line situated in rear of the crossover road at which trains are crossed from the right line to proceed along the single line (signal No. 2 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at this signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Signalman or Pilotman under authority of the Signalman, to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In the circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

4. When the signal referred to in (3) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the obstructed line when authorised by the Signalman.

Note.—In connection with paragraphs 2 and 4 above, before authorising a Driver to proceed, the Signalman must advise him that Single Line Working is in operation ahead and that he may proceed only as far as the next signal ahead.

Clause (b)—

All signals applying to the obstructed line between the two crossover roads must be placed and maintained in the Danger position and will not apply to trains when running in the wrong direction over the single line.

Clause (c)—

Where the signal applying to trains running in the right direction over the single line, and protecting the crossover road where trains are crossed from the obstructed line to the single line, cannot be worked (signal No. 11 on the diagram on page 206 of the Rule Book), a Handsignalman must be stationed there. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until instructed by the Signalman in charge of the ground frame to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed on the approach side of the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, a Handsignalman must, whenever possible, also be stationed at the signal and must stop each train approaching on the single line in the right direction and instruct the Driver to proceed cautiously towards the Handsignalman ahead.

Clause (d)—

The other signals applying to trains travelling over the single line in the right direction must, where practicable, be worked.

Clause (e)—

Where it is necessary for trains to approach a junction on the single line in the wrong direction a Handsignalman must be stationed opposite the junction home signal and he must keep one detonator on the rail of the single line and exhibit a hand Danger signal to stop any train approaching on the single line in the wrong direction until the Signalman authorises him to permit the train to pass the signal at Danger. Where the junction home signal is so situated that a train coming to a stand at it would foul the junction the Handsignalman must be stationed well clear of the junction.

Clause (f)—

An Occurrence Book must be provided at each ground frame when single line working is in operation and the Pilotman must sign the book and enter the time on each occasion he arrives at the ground frame/signal box controlling the crossover road where trains are crossed to their proper line after proceeding over the single line in the wrong direction.

continued—

Clause (g)—

The crossover road through which trains are crossed from the obstructed line to proceed along the single line in the wrong direction must not be used without the permission of the Pilotman.

Clause (h)—

Any intermediate ground frame in the section which is being used for single line working must not be used unless the Pilotman is present.

Clause (i)—

Except where special instructions to the contrary are issued. when Absolute Block Regulation 25 (a) (iii) is in operation on the section being used as a single line, the Signalman must not give permission for a train to approach unless the single line section is clear, the crossover road points have been set and secured for the proper line and the line is clear for 200 yards ahead of the crossover road.

Clause (j)—

When a crossover road operated from a ground frame is being used for single line working, a train must not be allowed to leave either the obstructed line or the single line to proceed towards the signal ahead of the crossover road until the permission of the Signalman controlling that signal has been obtained, by telephone.

Rule 198—Clause (a)—

Wherever possible block working in accordance with Absolute Block Regulation 25 (a) (iii) must be instituted in both directions for the section being used as a single line.

Clause (c)—

Where the occupation of a track circuit in the obstructed line prevents the use of a ground frame for single line working the Lineman must be requested in writing by the Person arranging single line working, to disconnect the control of the track circuit concerned.

Before normal working is resumed such control must be restored.

Rule 199—

The crossover road where trains are crossed to their proper line must be treated as not protected by fixed signals for trains running in the wrong direction over the single line and the provisions of this Rule must be observed.

MODIFICATION OF STANDARD RULES APPLICABLE TO THE UNDERMENTIONED SECTIONS OF LINE WHERE MULTIPLE-ASPECT COLOUR LIGHT SIGNALLING WITH CONTINUOUS TRACK CIRCUITING IS PROVIDED

Sections of Line concerned

Manchester (Victoria) East Junction and Cheetham Hill Junction
" " " " and Irk Valley
" " " " and Collyhurst St. (Miles Platting).

Rules 37 and 38—Superseded by:—

Except as provided in Rule 55, clauses (h) (i) and (h) (ii), a Driver must not pass a signal at Danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, Handsignalman acting on the Signalman's instructions, or Pilotman.

LOADS OF PASSENGER TRAINS

(L.M.R. Booklet dated 1st November, 1954)

PAGE 1—CLASS 7P (4–6–0) Ex LMS ROYAL SCOT LOCOMOTIVES
AMEND—Power Classification to read 7P/6F

TENDER 6P, 2–6–0 ex L.M.S. parallel and taper boilers; **AMEND** power classification to read "5".

PAGE 5.
Mixed Traffic and Freight Engines—*Amend* last sentence.

Class 9F (2–10–0) and Class 8F (2–8–0) freight tender engines must not be used for working passenger-or-excursion trains, except where specially authorised or in emergency.

PAGE 6. ADD:—

Section of Line	Down or Up	Maximum Load in Tons — Full Load Timings — Class of Engine 2	3	4	5	6	7	8	Limited Load Timings — Class of Engine 2	3	4	5	6	7	8
Stockport (Edgeley)—Stalybridge via Dukinfield or Guide Bridge	Down and Up	240	290	320	370	415	465	—	210	250	280	320	365	420	—

Section of Line	Down or Up	Maximum Load in Tons — XL. Limit Timings — Class of locomotive 7
PAGE 7.		
INSERT:—Loading for Class 7 locomotive:—		
St. Pancras—Leicester	Down and Up	340
Kettering—Nottingham	Down and Up	340
Leicester—Derby and Nottingham	Down and Up	340
Derby—Birmingham	Down and Up	340
Trent—Leeds (via Eckington)	Down and Up	340
Nottingham—Trowell Junction (via Radford)	Down and Up	340
Chesterfield—Sheffield	Down and Up	340
Leeds—Bradford	Down and Up	340
Shipley—Settle Junction	Down	340
Settle Junction—Garsdale	Down	340
Ais Gill—Shipley	Up	340
Garsdale—Carlisle	Down	340
Carlisle—Ais Gill	Up	340

(W.E.3043)

INSTRUCTIONS RELATING TO THE LOADS OF PASSENGER TRAINS

PAGE 9—AMEND:—

Special Express Passenger Trains (Troop Trains)

Troop trains composed of coaching and freight stock may be up to a maximum of 30 vehicles, provided the whole of the vehicles are fitted with the continuous brake or through pipe connected up and working throughout the train. Each vehicle, bogie or otherwise, to count as one and not more than 20 bogie vehicles must be conveyed.

MAXIMUM WEIGHT OF NON-PASSENGER CARRYING COACHING STOCK TRAINS

★AMEND:—

	Maximum No. of vehicles including brake van or vans
Parcels	30

SPECIAL INSTRUCTIONS RESPECTING THE WORKING OF PASSENGER AND OTHER COACHING STOCK TRAINS TO AND FROM CERTAIN PLACES

Station or line	To or from	Normal maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14.—				
AMEND:				
Edinburgh, Princes St.	To	11 10	57-ft. vehicles. B.R. standard.	
Glasgow, Buchanan St.	To	12 11	57-ft. vehicles. B.R. standard.	Inward trains must have a brake vehicle at each end.
Leeds City North	To	—	—	Inward trains must not exceed 850 ft. including engine or engines.
		12 and one locomotive 11 and two locomotives	Trains formed wholly of B.R. standard stock 63′ 5″ in length over headstocks	
		13 and one locomotive 12 and two locomotives	57-ft. bogie vehicles.	

LOADS OF PASSENGER TRAINS—continued

(L.M.R. Booklet dated 1st November, 1954)—continued

Station or Line	To or From	Normal Maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restrictions
PAGE 14—cont.			In calculating the length, one 65-ft. dining car only in each train may be counted as one 57-ft. bogie vehicle. *Note.*—The above lengths are calculated as under:— 57-ft. bogie vehicles are counted 60-ft. overall. 65-ft. dining cars are counted 68-ft. overall. Locomotive and tender are counted 58-ft. overall.	
ADD:—				
Kingswear, Paignton, Torquay	To or from	10	On authority of Line Traffic Officer (Operating).	Applies on Saturdays only during the period of the Summer Time Table. Additional vehicles for Newton Abbot must not be attached to a train for destinations on the Kingswear Branch without special authority.
Liverpool, Lime St. ..	To	13	As shown in Marshalling Circular.	Inwards trains must not convey more than equal to 4½ passenger-carrying vehicles in front of the leading brake vehicle, and all trains conveying 5 or more vehicles must be made up with two brake vehicles.
PAGE 15.				
AMEND:—				
Manchester London Road entry to read:—				
Manchester Piccadilly	To	10†	—	Inwards excursion trains must have a brake-vehicle next to engine.
†—Applies to East Lines platforms 1 to 4 only.				

PAGE 16.

Restrictions in the Loads of Passenger and other Coaching Stock Trains over Certain Sections of Line:—

DELETE:—Walton—Wakefield.

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK

B.R. 29197 dated January, 1961

★PAGE 2.	
DELETE:—	
Ardsley No. 1 Up Goods	
Ardsley Station Signal Box to Ardsley South Signal Box	Prohibited.
AMEND:—	
Sudbury Station (Suffolk)	★The adjoining line to be clear.
Stocksfield, through stations	★If on Down Main, Up Main to be clear, and vice versa.
PAGE 3.	
★DELETE:—	
Newcastle Central Yard	If on Down East Goods and line X, Up East Goods and lines W and Y to be blocked (Signals 234 to 116) If on line Y and Up East Goods, line X and Down East Goods to be blocked (Points 472 to Signal 175)
Bedlington	If on Bay Platform Line, adjacent Line to be kept clear.
Bedlington South to North	If on Up Line, Down Line to be clear and vice versa.
West Hartlepool Goods Lines, Stranton Junction to Clarence Road	If on Down Goods, Up Goods to be blocked and vice versa.
Gateshead Goods Lines, St. James Bridge Signal Box to Borough Gardens S.B.	If on No. 1 Down Goods, No. 2 Down Goods to be blocked and vice versa.
★INSERT:—	
Bedlington South to North	★For trains to and from the Newbiggin direction, when on Up Line, Down Line to be clear, and vice versa.
West Hartlepool Goods Lines, Clarence Road Junction to Church Street, Signal No. 2	If on Up Goods, Down Goods to be clear and vice versa.

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK—continued

B.R. 29197 dated January, 1961—continued

★AMEND:—

Percy Main Signal Box to Percy Main North Junction Signal Box.	If on Up Main, Down Main to be clear, and vice versa.
At Percy Main North Junction Signal Box—Between Signal Bridge North of Percy Main North Junction Signal Box and Up Dock Line Home Signal No. 2	If on Up Main and Down Dock Line, Down Main and Up Dock Line to be clear, and vice versa.
Tyne Commissioners' Lines, between T.I.C. Box No. 6 and T.I.C. Box No. 8.	If on Up Main, Down Main to be clear, and vice versa.
Shipley, Bingley Junction to Shipley, Bradford Junction	If on Up Main, Down Main to be clear and vice versa.

PAGE 4.
DELETE:—

Whitby Station	If on No. 3 Platform line, etc.
Through Shildon Station	If on Up Main Down Main, to be blocked and vice versa.

★DELETE:—

Huddersfield between Sub Signal No. 88 and Sub Signal No. 115 or Signal No. 103	If on Up Loop, Down Loop to be blocked and vice versa.
Fighting Cocks	If on Up Main, Up Siding to be clear.

PAGE 6.
INSERT:— Vale of Neath Line

Ocean and Taff Merthyr Colliery and Quakern Yard East Junction	*Must not pass each other or any passenger stock.

★AMEND:—

Taff Bargoed Branch, Dowlais Junction Signal Box and Dowlais Cae Harris	Adjacent line to be clear.

BRITISH RAILWAYS GENERAL APPENDIX

PAGE 2.
AMEND:—

MARSHALLING OF TRAVELLING CRANES—RULE 156

Travelling cranes must be marshalled next to the locomotive or, in the case of partially fitted trains, immediately behind the fitted portion.

PAGE 4.
INSERT:—

TRANSMISSION OF VERBAL MESSAGES

1. It is of the utmost importance that verbal messages in connection with movements of trains or vehicles and matters affecting the safety of the line, either directly or by telephone, should be properly understood. The person initiating the conversion must announce his identity, ensure that he is speaking to the person or persons for whom the message is intended, and satisfy himself beyond all doubt that his message is fully appreciated before the conversation is terminated. In the case of telephone messages, each recipient must repeat his instructions to the sender before they are considered as understood.

2. In no circumstances should the word "Clear" be used in any message intended to convey that a line is blocked, e.g., such a message as "Down or Up line **not** clear" must not be used, but must be given definitely by using the words "Down or Up line **blocked**".

3. When a Handsignalman is appointed under the jurisdiction of a Signalman he must be instructed when commencing duty that the line or lines affected must always be considered to be blocked, and exhibit a hand danger signal unless and until verbal instructions to the contrary are received by him from, and repeated to, the Signalman concerned.

★PAGE 17.

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL

4. Isolation

AMEND:—First line to read:—

Should the operation of the cancelling handle or re-set plunger fail to cancel the brake application or the sound of . . . . .

5. Condition of operations

AMEND second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

BRITISH RAILWAYS GENERAL APPENDIX—continued

★**PAGE 42.**

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS

8. **Propelling.**

INSERT as second sentence to first paragraph:—

During shunting operations, before any propelling movement is commenced, the Guard or Shunter riding in the leading driving compartment must have the communicating door between the driving compartment and the rest of the vehicle unlocked so as to provide a means of exit in emergency.

PERMANENT SPEED RESTRICTIONS

★**PAGE 51.**

AMEND Clause 7:—

The indicator signs mark the commencement of the speed restrictions only and drivers must not start to accelerate until the whole of their train has passed over the portion of line to which the restriction applies. The provision of indicator signs in no way relieve the Driver of his responsibility for obeying all speed restrictions shown in the Sectional Appendices or other publications.

★**PAGE 75.**

INSERT:—

"DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

Diesel and Electric Locomotives with driving cabs at each end when travelling light must normally be driven from the leading cab.

Where short distance shunting movements are involved, such as crossing from one line to another, or where undue delay would occur through having to change ends for the reverse movement, the locomotive may be driven from the trailing cab. When a second man is on the locomotive he must then ride in the leading cab ready to sound the warning horn, to signal the Driver to stop and/or apply the brake in an emergency.

INSTRUCTIONS IN THE OPERATION OF "BUCK-EYE" AUTOMATIC COUPLERS AND PULLMAN GANGWAYS

★**PAGE 79.**

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only.)

★**PAGE 80.**

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are clasping each other. A test must then be made by a slight pull from the Engine. Certain electric and diesel multiple-unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

★**PAGE 86.**

Inter-Cities Diesel Vehicles.

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are clasping each other, Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

PAGE 65.

DELETE:—

TRANSMISSION OF VERBAL MESSAGES IN CONNECTION WITH THE SIGNALLING OF TRAINS

PAGE 93 (Page 8 of Supplement No. 1).

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

Clause (D).

Except during fog or falling snow all trains, etc., ... During fog or falling snow, however, freight trains may only be accepted under Block Regulation 5.

AMEND to read:—

"Except during fog or falling snow all trains, etc. . . . . During fog or falling snow, however, freight trains only may be accepted under Block Regulation 5."

BRITISH RAILWAYS GENERAL APPENDIX—continued

★**PAGE 95.**
INSERT:—

INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the Fireman or Second man. If no second man is employed it will be the duty of the Guard or Shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.
   The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.
4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the Signalman signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

★**PAGE 97.**

HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)

INSERT:—as second paragraph to Clause 1(g)(ii)
In the event of a "dead" diesel shunting locomotive of 20 tons or over and not fitted with the vacuum brake or through pipe, being required to travel on a partially fitted freight train, it must be marshalled immediately behind the fitted portion.

AMEND:—Clause 1(f)
Unless specially authorised by the Chief Mechanical Engineer's Department, "dead" steam tender, diesel Main line, electric or gas turbine locomotives, must not be conveyed on freight trains—see clause (2)(b) for movement of "dead" engines with defective handbrakes. If this authority is given, forward services must be agreed by the Operating Department, having regard to Clause (e).

PAGE 108.

PLATFORM EDGES—WHITENING

★**INSERT:**—Additional sentence as follows:—
When performing this work staff must, whenever possible face the direction from which trains approach.

PAGE 116.

POST OFFICE LETTER MAILS: CONVEYANCE HANDLING, ETC.

INSERT as fourth and fifth paragraphs:—
"In the absence of a postman at an intermediate station the Guard should, if possible, without delay to the train, hand the mail to a responsible railwayman or draw the attention of a responsible railwayman to it. Where neither is possible, he should leave the mail on the platform in full view.

"The Guard should not leave the mail unattended at Terminal stations. He should himself wait for the postman unless his duties call for his presence elsewhere. If they do, he should hand the mail to a responsible railwayman, i.e. Inspector, Foreman, another Guard or Porter, who must take charge until the postman arrives."

Albert Gait Ltd., Grimsby.